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THE OFFICIAL GUIDE TO THE MIDLAND RAILWAY

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22 FARRAR TERRACE
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AND
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The Official Guide
TO THE
MIDLAND RAILWAY,
THE
DIRECT ROUTE
BETWEEN
THE SOUTH, THE WEST, AND THE NORTH OF ENGLAND,
SCOTLAND AND IRELAND;
WITH CONNECTIONS TO AND FROM
AMERICA AND CONTINENTAL EUROPE.

NEW EDITION.

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1894.

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ALIGHT AT MATLOCK BATH STATION.

For MATLOCK BATH, see page 228.



THE NEW BATH HOTEL, MATLOCK BATH.

THE
PRINCIPAL HOTELS
IN MATLOCK

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AND
THE ROYAL HOTEL.

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SCHOLARSHIPS AND EXHIBITIONS.

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ASSISTANT MASTERS: E. W. HALLIFAX, M.A. LOND.,

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TELEGRAPHIC ADDRESS: "MILLHILLIAN, LONDON."

P R E F A C E.

TO accept a brief from a popular railway corporation is to undertake a charge of no slight responsibility. Especially is this the case when the Company in question stands high in the estimation of the travelling public. It is too often the fact that the more a man examines his proofs the less is his confidence in their merits, and hence in the ultimate success of his cause. With the preparation of "THE OFFICIAL GUIDE TO THE MIDLAND RAILWAY" it has proved otherwise. Conferring with the representative officers who direct some of the chief railway systems of Great Britain, and travelling over more than three thousand miles of their territorial property, the writer has met with ample verification for the pleas which it has been his duty to submit on behalf of the well-known "*Midland Railway*." Whatever may be the merits or demerits of the book now in the reader's hands, the Company whose cause it advocates well deserves all the good things that can be said on behalf of its system, its scenery, or its administration.

Certain pages of the following work have been devoted to an outline-sketch of the rise, the progress, the attractions, and the statistical position of the "*Midland Railway*." Hence our prefatory remarks may be confined to such statements as may help to elucidate the purpose and plan of the present handbook. The "OFFICIAL GUIDE" is especially designed as a manual of reference, also as a reliable companion to the excellent "*Midland Railway Time-Tables*," and to the useful "*List of Furnished Lodgings to be let in Farmhouses and Country Villages adjacent to Stations on the Midland Railway*," which, with other publications, are issued by the Company. Immediately after the series of official pages that afford sundry travelling information will be found a general introduction describing the chief divisions of the immense "*Midland*" traffic. This traffic is subsequently classified within ten territorial sections, which enter more fully into matters of detail. Each of these sections deals with a distinct portion of the main-line express services, and is prefaced by a brief summary of its particular relations with the trunk routes of the "*Midland*" system, also with those of its associated railways. A somewhat noteworthy feature of the Guide is the insertion of an official map showing the important

position of the "*Midland Railway*" in connection with the rapidly-increasing traffic conducted between the continents of Europe and America. All of the "*Midland*" stations *en route*, also the chief stations of other systems, are indicated by the use of small capitals, such as "MILL HILL," while those that are merely minor stopping-places are, like "*Gretna Green*," shown in italics. Special attention has been devoted to the descriptive articles on the great manufacturing centres, tourist districts, health resorts, and watering-places. These paragraphs comprise particulars of distances, fares, and important traffic connections. They likewise afford details respecting railway-station accommodation in the way of letter-boxes, telegraph offices, bookstalls, and refreshment-rooms. Reference is also made to the principal schools, hotels, and hydropathic establishments; the location of the General Post Offices, the market and early-closing days, and the latest census returns. Notices of the provincial newspaper press are classified in strictly alphabetical order. Seven official railway maps, a specially-prepared panoramic map in five sections, ten route maps, twelve plans, and a carefully-compiled index of some twelve hundred stations, will doubtless prove of assistance to travellers. A special series of choice illustrations, chiefly engraved from photographs, also supplement those that embellish the text.

It will be evident that in view of the many legitimate demands which have been made upon a strictly limited space the whole of the information given has been necessarily presented in a highly condensed form, but it is hoped that this fact may not be found to detract from its interest. Before leaving the book to the verdict of its readers, the Editor would gratefully acknowledge his indebtedness to the courteous assistance rendered by Mr. George H. Turner, the General Manager of the "*Midland Railway*." Similar acknowledgments are also due to the chief officers of the various companies which are so intimately associated with the "*Midland*" system, especially to those gentlemen who direct the operations of the "*Glasgow and South Western*," the "*North British*," the "*Highland*," the "*Great North of Scotland*," the "*Lancashire and Yorkshire*," the "*North Eastern*," the "*London and South Western*," the "*North Staffordshire*," the "*Furness*," and the "*Belfast and Northern Counties*" railways; also to Mr. David MacBrayne, owner of the Clyde and Highlands "*Royal Mail*" steamers. It is possible that details gathered from so large an area may be subject to certain variations, even while the "*OFFICIAL GUIDE*" is passing through the press; hence any corrections or suggestions that may be supplied by its readers will receive careful consideration.



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THE SCOTCH EXPRESSES—

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EDINBURGH (*Waverley Station*), MELROSE, GLASGOW (*St. Enoch Station*), GREENOCK, KILMARNOCK, AYR, DUMFRIES, STRANRAER, CARLISLE, KEIGHLEY, BRADFORD, HARROGATE, ILKLEY, LEEDS, Huddersfield, NORMANTON, WAKEFIELD, BARNLEY, AND ROTTERHAM; AND FROM BLACKBURN, BOLTON, MANCHESTER (*Victoria or Central Station*), LIVERPOOL (*Central Station*), SOUTHPORT (*Lord Street*), STOCKPORT, BUXTON, AND MATLOCK TO DERBY 317

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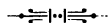
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PERIODICAL HUNTING TICKETS (first class only) are issued under special regulations during the Hunting Season, from October to April, inclusive.

Application for tickets should be made to Mr. J. ELLIOTT, Midland Agent, St. Pancras Station, N.W., at any of the stations, or to the General Manager, Midland Railway, Derby.

Season-ticket holders are particularly requested always to carry their season tickets when travelling, and to produce them when required, otherwise the usual fare for the distance travelled must be paid to the Ticket Collector.

Arrangements for the Country.

FIRST and THIRD CLASS SEASON TICKETS are also issued between most of the stations on the "Midland Railway," at prices which can be obtained on application at the General Manager's Office, Derby, under generally the same conditions as above mentioned.

THE MIDLAND RAILWAY.

COLLECTION OF PARCELS IN LONDON.



The Company collect parcels WITHOUT EXTRA CHARGE from all the principal warehouses and establishments in the City and West End, either by their own carts or the carts of their agents. Collections made at convenient intervals during the day, so as to ensure expeditions transit to all parts of the United Kingdom served by the "Midland Railway" system and its connections.

Parcels for conveyance by the "Midland Railway" are received at the following Offices in London.—NO BOOKING FEES.

ST. PANCRAS PASSENGER STATION (EUSTON ROAD).

MOORGATE STREET	FINCHLEY ROAD	CROUCH HILL	WEST END
VICTORIA (L.C. & D.)	SOUTH TOTTENHAM	HORNSEY ROAD	CHILD'S HILL
CAMDEN TOWN	ST. ANN'S ROAD	UPPER HOLLOWAY	DUDDING HILL
KENTISH TOWN	HARRINGAY PARK—	JUNCTION ROAD	STONEBRIDGE
HAVERSTOCK HILL	GREEN LANES	HIGHGATE ROAD	PARK AND

HENDON STATIONS.

<i>Aldersgate Street</i>	*Midland Railway Office—13, Aldersgate Street.
<i>Bishopsgate Street</i> ..	*Midland Railway Office—"The Four Swans," 36, Camomile St.
	*Midland Railway Office—"The Atlas," 37, Primrose Street,
	Bishopsgate Street Without.
<i>Borough</i>	*Midland Railway Office—"Catherine Wheel," High Street.
<i>Bow Road</i>	*Midland Railway Office—167A, Bow Road, E.
<i>Camomile Street</i>	*Midland Railway Office—"The Four Swans," 36, Camomile St.
<i>Cannon Street</i>	*Midland Railway Office—38, Cannon Street.
<i>Charing Cross</i>	*Midland Railway Office—5, Charing Cross (corner of North-
	umberland Avenue), Trafalgar Square.
<i>Commercial Road, E.</i>	*Midland Railway Office—445, West Strand.
<i>Cranbourne Street</i> ..	*Midland Railway Office—10, Commercial Road, E.
<i>Euston Road</i>	*Midland Railway Office—38, Cranbourne Street.
<i>Finsbury</i>	*Midland Railway Tourist Office—St. Pancras Station.
<i>Hackney</i>	*Midland Railway Office—129, Finsbury Pavement.
<i>High Holborn</i>	*Midland Railway Office—122, Mare Street, London Fields.
<i>Knightsbridge</i>	*Midland Railway Office—101, High Holborn.
<i>Leicester Square</i>	*Midland Railway Office—13, Park Side.
<i>Lower Thames Street</i>	*Midland Railway Office—38, Cranbourne Street.
<i>Ludgate Circus</i>	*Midland Railway Office—123, Lower Thames Street.
<i>Minories</i>	*Midland Railway Office.
<i>Monument Yard</i>	*Midland Railway Office—67, Minories.
<i>New Bond Street</i>	*Midland Railway Office—1, Monument Yard.
<i>Oxford Street</i>	*Midland Railway Office—10A, New Bond Street.
	*Midland Railway "Gloucester" Office—495, Oxford Street.
<i>Piccadilly</i>	*Midland Railway Office—272, Regent's Circus.
<i>Primrose Street</i>	*Midland Railway Office—1, Shaftesbury Avenue.
<i>Queen's Road</i>	*Midland Railway Office—"The Atlas," 37, Primrose Street.
<i>Sloane Square</i>	*Midland Railway Office—170, Queen's Road.
<i>Strand</i>	*Midland Railway Office—"The Sun," 9, Sloane Square.
<i>Strand, West</i>	*Midland Railway Office—267, Strand.
<i>Tottenham Court Rd.</i>	*Midland Railway Office—445, West Strand.
<i>Victoria Street</i>	*Midland Railway Office—109, Tottenham Court Road.
<i>Whitecross Street</i>	*Midland Railway Office—189, Victoria Street.
	*Midland Railway Office—Whitecross Street Station.

* The Receiving Offices marked * also issue passenger tickets (ordinary, tourist and excursion).

Parcels are forwarded by all the "Midland Railway" Company's express and Mail trains to Manchester, Bolton, Blackburn, Rochdale, Liverpool, Birmingham, Walsall, Wolverhampton, Nottingham, Leicester, Derby, Sheffield, Leeds, Bradford, York, Newcastle, Edinburgh, Glasgow, Dundee, Aberdeen, and all parts of the Midland Counties, Lancashire, Yorkshire, North of England, Scotland, and Ireland.

A complete list of Auxiliary Offices in London will be found in the "Midland Railway Time Tables."

THE MIDLAND RAILWAY.

CHIEF PROVINCIAL RECEIVING OFFICES.



LEICESTER.

MIDLAND STATION.
HUMBERSTONE ROAD STATION.
WEST BRIDGE STATION.
7, GALLOWTREE GATE.

NOTTINGHAM.

MIDLAND STATION.
MAYPOLE YARD.

SHEFFIELD.

MIDLAND STATION.
ATTERCLIFFE ROAD STATION.
HEELEY STATION.
OLD PARCELS OFFICE, WICKER STATION.
MIDLAND RAILWAY DEPÔT, 60, EYRE STREET.

LEEDS.

WELLINGTON STATION.
4, ROYAL EXCHANGE (Messrs. THOS. COOK & SON).

BRADFORD.

MIDLAND STATION.
COOK'S OFFICE, 8, EXCHANGE MARKET STREET.

BRISTOL.

MIDLAND RAILWAY CENTRAL OFFICE, 46, HIGH STREET.
TEMPLE MEAD STATION.
ST. PHILIP'S STATION.
CLIFTON DOWN STATION.
MONTPELIER STATION.
MIDLAND COMPANY'S OFFICES:—
2, NARROW QUAY.
34½, WELSH BACK.
51½, VICTORIA STREET.
9, NELSON STREET.

BIRMINGHAM.

MIDLAND PARCELS OFFICE, NEW STREET STATION.
MIDLAND PARCELS OFFICE, WORCESTER STREET.
MIDLAND OFFICE, LINCOLN'S INN, CORPORATION STREET.
CAMP HILL STATION.
FIVE WAYS STATION.
CHURCH ROAD STATION.
31, NEW ST. (Opposite EXCHANGE).
EXCURSION OFFICE, STEPHENSON PLACE, STEPHENSON STREET.
36, SNOW HILL, near BATH STREET.
1, GEORGE STREET PARADE.
44, HALL STREET, near GREAT HAMPTON STREET.

MANCHESTER.

PARCELS OFFICE, CENTRAL STATION.
47, PICCADILLY.
ALBERT BRIDGE GOODS AND PARCELS OFFICE, SALFORD.
EXCURSION AND PARCELS RECEIVING OFFICE, 61, MARKET STREET.

LIVERPOOL.

CENTRAL OFFICE, 21, CASTLE ST.
PARCELS OFFICE, CENTRAL RAILWAY STATION.
MIDLAND COMPANY'S GOODS WAREHOUSE, VICTORIA STREET.
ST. JAMES STATION.

GLASGOW.

156, BUCHANAN STREET.
ST. ENOCH STATION.

EDINBURGH.

9, PRINCES STREET.
WAVERLEY STATION.

PARCELS SHOULD BE ADDRESSED 'PER MIDLAND RAILWAY.'

A complete list of Auxiliary Offices in the Provinces will be found in the "Midland Railway Time Tables."

THE MIDLAND RAILWAY.

GOODS TRAFFIC ARRANGEMENTS.

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THE MIDLAND RAILWAY COMPANY are general carriers of goods and merchandise to and from all parts of the United Kingdom and the Continent. Direct communication is afforded with every commercial centre of the United Kingdom by means of the "*Midland*" express goods train services and established carrying connections, including those for—

LONDON
MANCHESTER
LIVERPOOL AND BIRKENHEAD
LEEDS
BRADFORD
BIRMINGHAM
BRISTOL
NOTTINGHAM
LEICESTER
DERBY
HULL
SUNDERLAND
DARLINGTON
NEWCASTLE-UPON-TYNE
MIDDLESBOROUGH AND THE
CLEVELAND DISTRICT

GLASGOW
EDINBURGH
DUNDEE
ABERDEEN
BELFAST
LONDONDERRY
DUBLIN
CORK
STOKE AND THE POTTERIES
DISTRICT
WOLVERHAMPTON AND THE
BLACK COUNTRY
SWANSEA AND THE
SOUTH WALES
DISTRICT

IMPORT AND EXPORT TRAFFIC.

The Company's arrangements for running wagons alongside vessels in dock, carting, or barging, enable them to deal with all sorts of export and import traffic shipped through the ports of London, Liverpool and Birkenhead, Bristol, Avonmouth, Gloucester, Sharpness, Morecambe, King's Lynn, Barrow-in-Furness, the Tyne Docks, Hull, Grimsby, Goole, Harwich, Southampton, &c.

Bills of lading and communications respecting the movement of traffic should be addressed to the Company's agents.

BONDED WAREHOUSES.—The Company have extensive Bonded warehouse accommodation at London (*City Station*), Bath, *Bradford, Birmingham (*Central Station*), Derby, *Leeds, Leicester, Manchester, Northampton, Nottingham, Sheffield, and Worcester, for the storage of wines and spirits under bond.

* *Tobacco and other dry goods also.*

To ensure goods travelling by the "*Midland Railway*," the words "*via MIDLAND RAILWAY*" should be inserted on all orders and forwarding

THE MIDLAND RAILWAY.

GOODS TRAFFIC ARRANGEMENTS (*continued*).

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Full particulars of the London and Provincial offices will be found in the Official Time Table printed by the Company, but the following are amongst the more important:—

LONDON.

GENERAL AGENT	-	-	-	J. HEATON, 13, Aldersgate St., E.C.
St. Pancras Goods Station	-	-	-	W. BRADBURY, Agent.
Somers Town Goods Station	-	-	-	J. BLAGHROUGH, Agent.
Whitecross Street Station	-	-	-	W. RICHMOND, Agent.
City Station, Royal Mint Street	-	-	-	A. M. MILLER, Agent.
Victoria Docks Station, Royal Victoria and Albert and Tilbury Docks	-	-	-	H. MASON, Agent.
Bow Station	-	-	-	J. W. TAUBANAC, Agent.

PROVINCES.

Glasgow and District—

A. HANNAN, 156, Buchanan Street, Glasgow.

Edinburgh, Leith, and Granton—

J. R. BENNER, 9, Princes Street, Edinburgh.

Edinburgh District—

D. BEATON, 9, Princes Street, Edinburgh.

Dundee and District—

J. DAVIES, Meadow Side, Baltic Street Corner, Dundee.

Inverness and District—

J. ALLAN, 10, Inglis Street, Inverness.

Aberdeen and District—

W. ROOTHAM, Guild Street Buildings, Aberdeen.

Dublin—

Messrs. WELLS & HOLOHAN, 9, North Wall.

Cork—

Messrs. WELLS & HOLOHAN, 3, Penrose Quay.

Waterford—

Messrs. WELLS & HOLOHAN, 87, Quay.

Londonderry—

Messrs. A. A. LAIRD & Co.

Belfast

Messrs. J. LITTLE & Co., 1, Albert Square.

H. HUGHES, 27, Royal Avenue.

Bristol—

E. NORRIS, St. Philip's Station.

Gloucester—

H. HUNT, Midland Station.

Cheltenham—

R. BROADHURST, Midland Station.

Birmingham and South Staffordshire—

J. BOWKER, 90, New Street.

J. GOLD, Lawley Street Station.

Stoke and the Potteries—

J. WHARTON, Glebe Street, Stoke.

South Wales District—

F. W. MORTIMER, Fisher Street, Swansea.

THE MIDLAND RAILWAY.

GOODS TRAFFIC ARRANGEMENTS (*continued*).



Exeter and District—	J. WARD, 13, Queen Street, Exeter.
Plymouth and West of England—	W. RICH, 13, Bedford Street, Plymouth.
Southampton—	W. SPENDER, 27, Queen's Terrace.
Lancashire and Yorkshire District—	F. EVERITT, Square Road, Halifax.
Newcastle-on-Tyne and District, including Northumberland, Durham, Hartlepool, and Cleveland—	J. H. MACDONELL, 42, Westgate Road, Newcastle.
Hull, Grimsby, Goole, and District—	J. WILKINSON, Exchange Buildings, Hull.
York, Scarborough, and District—	A. ARCHER, Railway Station, York.
Liverpool and Birkenhead—	R. A. WARREN, Victoria Street, Liverpool.
Stockport—	A. W. GLEDHILL, 26, Wellington Road North.
Warrington—	H. A. THOMPSON, Central Station.
Manchester—	J. MANSFIELD, Ancoats Station, and 47, Piccadilly.
Leeds—	A. T. PAGE, Hunslet Lane Station.
Bradford—	R. L. JERVIS, Valley Station.
Sheffield—	A. S. JARVIS, Queen's Road, Pond Street, and Wicker Stations.
Burton-on-Trent—	J. HAWKINS.
Leicester—	T. EVANS, East Station, Queen Street.
Derby—	J. BLAND, St. Mary's Station. Messrs. W. W. WALLIS & SON, Sadler Gate.
Nottingham—	G. A. GREENHILL, Queen's Road Station.
Norwich, Yarmouth, Lowestoft, and Great Eastern District—	P. NEWCOMBE, 16, Bank Street, Norwich.

CONTINENT OF EUROPE—

Messrs. HY. JOHNSON & SONS,	39, Great Tower Street, London ; 57, Rue d'Hauteville, and 5, Rue Scribe, Paris.
Messrs. BRASCH & ROTHENSTEIN,	1, New Basinghall Street, London, and Berlin, Leipsic, Dortmund, Flushing, Vienna, Frankfurt-on-Main, and Gotha.
	F. HUGER, Antwerp and Rotterdam.

AMERICA—

M. H. HURLEY, 261, Broadway, New York.

THE MIDLAND RAILWAY.

OFFICIAL TELEPHONE NUMBERS.



STATION.	NUMBER.	STATION.	NUMBER.
ARMLEY (Goods)	467	LIVERPOOL (Castle Street) . . .	971
BAKEWELL (Passenger)	1	Central Station	5092
BARNESLEY (Goods)	14	Adelphi Hotel	7
BELPER (Goods)	511	Victoria St. (Goods)	1100
BURTON (Goods)	27	Sandon (")	1147
BRADFORD (Passenger)	212	Huskisson (")	2394
Midland Hotel	620	Brunswick (")	2395
Goods Office	44	Alexandra (")	2691
Wool Office	565	LEEDS (Wellington)	220
Delivery Office	566	Queen's Hotel	135
Carting Office	567	Hunslet Lane (Goods)	292 and 505
BIRMINGHAM (Lawley St. Goods)	265	LYNN (Passenger)	11
Worcester Wharf	531	Goods Office, Market Place	10
BRISTOL (Temple Mead)	330	" " Lynn Docks	10a
46, High Street	331	LOUGHBORO' (Goods)	708 National
St. Philip's Goods	65 and 345	LONDON (St. Pancras, Passenger)	3 Post Office
Welsh Back	224	Midland Grand Hotel	17, 108 or 755C
Victoria Street	20	St. Pancras Goods	7502
Narrow Quay	185	" New Depot	
8, Nelson Street (Receiving Office)	451	" Somers Town	
BATH (Passenger)	52	13, Aldersgate Street	
Goods Office	3	Receiving Office, Fish Street Hill	17 and 108
CALVERLEY (Goods)	2021	Mint Street, City	
CHELTENHAM (Goods)	60	Borough	
CHESTERFIELD (Passenger)	29	Victoria Docks	
Goods Office	13	Poplar Docks	17, 108, or 5023
CARLISLE (Goods)	1028	MANCHESTER (Ancoats Goods)	311
DERBY (Passenger)	44	MASBORO' (Goods)	1058
Midland Hotel	16	MORECAMBE (Midland Hotel)	305
St. Mary's Goods	46	NOTTINGHAM (Passenger)	263
Parcels Office, Sailer Gate	45	Goods Office	255 and 342
London Road Wharf	148	Maypole Yard	254
GLOUCESTER (Goods)	35	NORTHAMPTON (Passenger)	95
Docks	42	Goods Office	38
KEIGHLEY (Goods Office)	2215	PETERBOROUGH (Goods)	26
KIRKSTALL (Passenger)	2598	SHEFFIELD (Passenger)	177 and 293
LANCASTER (Passenger)	53	Wicker Goods	148 and 121
Goods Office	12	Queen's Road Goods	1699 and 968
LEICESTER (Passenger)	76 Post Office	Eyre Street Goods	168
Goods Office	239 National	Pond Street Goods	580
Humberstone Road	89 Post Office	SHIPLEY (Goods)	4011
	240 National	SWANSEA (Fisher Street)	73
	27	WOLVERHAMPTON (Goods)	7088

THE MIDLAND RAILWAY.

SPECIAL TRAVELLING ARRANGEMENTS.



DRAWING-ROOM SALOON CARS. LUNCHEON CARS. DINING SALOONS. SLEEPING SALOONS FAMILY SALOONS.

LONDON and MANCHESTER, LIVERPOOL, LEEDS, BRADFORD, the NORTH OF ENGLAND, SCOTLAND, and IRELAND.—Through express trains run between London (*St. Pancras*) and Manchester, Liverpool, Bolton, Blackburn, Nottingham, Sheffield, Leeds, Bradford, Edinburgh, Glasgow, Aberdeen, etc.; also to and from these points and Bristol and the West of England, with connections in some instances to and from Ireland. The carriages forming the express trains are of the most improved pattern, equipped with an efficient Automatic Continuous brake, and supplied with lavatories. Through Guards in charge of passengers' luggage, etc., accompany the principal express trains, including those to and from Scotland.

DRAWING-ROOM SALOON CARS run daily from London to Leicester, Nottingham, Derby, Manchester, Liverpool, Sheffield, Leeds, Bradford, Glasgow, and Edinburgh. Passengers holding first class tickets can travel in these cars without extra payment. They are fitted with lavatory accommodation, and accompanied by a special attendant, who will supply tables when required, and obtain from the refreshment-rooms luncheon baskets, tea, coffee, or any other refreshments which passengers may desire. No extra charge is demanded, except for the dinner or other refreshments that may be supplied.

LUNCHEON SALOON CARS by the 10.5 a.m. London (*St. Pancras*) to Manchester; 12.25 p.m. London (*St. Pancras*) to Leeds and Bradford; 10.20 a.m. Manchester (*Central*) to St. Pancras; and 10.10 a.m. Bradford to London. Hot or cold luncheon 2/6.

DINING SALOON CARS are attached to the 5.0 p.m. trains from London (*St. Pancras*) to Manchester, 5.40 p.m. St. Pancras to Leeds and Bradford, 5.20 p.m. Manchester to St. Pancras, and 5.45 p.m. Leeds to St. Pancras. No extra charge beyond the sum payable for dinner is made.

Passengers for Liverpool travelling in the saloon by the 5.0 p.m. express from St. Pancras change at Manchester.

FIRST and THIRD CLASS DINING SALOON CARS between London (*St. Pancras*) and Glasgow (*St. Enoch*) by the afternoon express trains.

SLEEPING SALOON CARS by night trains between London and Manchester, (Liverpool during the summer) Glasgow, and Edinburgh (and Perth during the summer). The charge per berth in the sleeping saloon car, in addition to the first class railway fare, is five shillings between all points.

For ladies travelling alone, a separate apartment is reserved in these cars at the same charges, if timely application is made.

The cars on arrival at their destinations are placed aside, and passengers can remain in them, if they wish, until 8.0 a.m.

The conductors accompanying the cars will obtain from the refreshment rooms any refreshments which passengers may require.

THE MIDLAND RAILWAY.

SPECIAL TRAVELLING ARRANGEMENTS

(continued).



FAMILY AND SALOON CARRIAGES AND FAMILY SLEEPING SALOONS are kept at London and other principal stations for the accommodation of families, and may be had (if not previously engaged) on application to the Station Masters, or to Mr. W. L. Mugliston, Superintendent of the Line, at Derby. Fares equivalent in amount to not less than four first class and four third class tickets will be charged as a minimum. Each person travelling must, however, pay the fare for the class of carriage used.

INVALID CARRIAGES.—Carriages with couch upon which an invalid can recline are kept at London (St. Pancras) and Derby, and can (unless previously bespoke) be had, upon application to the Station-Masters or to the Superintendent of the Line, for the use of any passenger requiring such accommodation. Four first class fares will be required to be paid as a minimum for the use of an invalid carriage, and in the event of the passengers exceeding four in number, each person travelling must pay the first-class fare. Arrangements can be made for these carriages to go through to any part of the kingdom to which there is direct communication.

INVALID CHAIRS, for the removal of invalids to and from the trains, are provided at the following stations, viz.:—St. Pancras, Leicester, Nottingham, Derby, Ambergate, Buxton, Matlock Bridge, Bath, Cheltenham, Birmingham, Stretton, Leeds, Shipley, Bradford, and Skipton.

LAVATORY CARRIAGES.—Carriages provided with first and third class lavatory accommodation are run by the principal "*Midland*" express trains.

ENGAGED COMPARTMENTS.—The exclusive use of a first class compartment can be reserved, provided not less than four tickets are taken, and that written notice be given to the Station-Master at the departure station—not later than two hours before starting if at a terminal station from whence the train starts, or the previous day if at an intermediate station. If more than four seats are occupied in a reserved compartment the additional fares must be paid.

SPECIAL TRAINS.—Special trains may be hired at the principal stations at a few hours' notice. The charge is 6s. per mile for a single, and 7s. 6d. for a double journey, in addition to the first or third class fare, which must be paid for each passenger. Minimum charge, £3.

BREAK OF JOURNEY.—Holders of through tickets between England and Scotland may break the journey at any station in Scotland on the direct line of route between Carlisle and destination; also at any of the following English stations *en route*, provided the journey is accomplished within the time for which such tickets are available:—Carlisle, Appleby, Hollifield, Skipton, Leeds, Normanton, Sheffield, Derby, Nottingham, Leicester, Bedford, Birmingham, and Gloucester. Passengers from south of Leicester may travel via Birmingham, and break the journey there. Holders of through tickets between Manchester or Liverpool and London may break their journey at Miller's Dale (for Buxton), at Bakewell or Rowsley (for Haddon Hall and Chatsworth), and at Matlock Bridge, Matlock Bath, or any other station *en route*. Tickets available for ten days.

AN IMPROVED SYSTEM OF WARMING THE CARRIAGES of some of the express trains (during the winter months), by means of continuous pipes, through which hot water from the locomotive is passed freely, has been introduced, proving a great boon compared with the old method of providing footwarmers, which, however, will still be available on application at St. Pancras and a few other of the principal stations, for the through trains on the "*Midland Railway*," pending an extension of the new arrangement.

LUNcheon BASKETS.—(For luncheon-basket arrangements, see page 35.)

THE MIDLAND RAILWAY.

GENERAL ARRANGEMENTS FOR THROUGH CARRIAGES.



From LONDON, BRISTOL, BIRMINGHAM, BOURNEMOUTH, BATH, LIVERPOOL, MANCHESTER, LEICESTER, NOTTINGHAM, SHEFFIELD, LEEDS, BRADFORD, GLASGOW, EDINBURGH, PERTH, DUNDEE, and ABERDEEN.

FROM LONDON (*St. Pancras Station*) TO BEDFORD, LEICESTER, KETTERING, NOTTINGHAM, DERBY, MANCHESTER (*Central and Victoria Stations*), BOLTON, BLACKBURN, SOUTHPORT, LIVERPOOL (*Central Station*), SHEFFIELD, LEEDS (*Wellington Station*), BRADFORD, CARLISLE, DUMFRIES, KILMARNOCK, GREENOCK, GLASGOW (*St. Enoch Station*), GALASHIELLS, EDINBURGH (*Waverley Station*), PERTH, DUNDEE (*Tay Bridge Station*), ABERDEEN, AND OTHER STATIONS ON THE MAIN LINE TO LANCASHIRE, YORKSHIRE, AND THE NORTH. *During the summer months these services are supplemented by through carriages for Buxton, Scarborough, and Inverness; also by connections with through trains from Leeds or Bradford to Morecambe and Grange and to Windermere (Lake Side) for the English Lake District.*

FROM BRISTOL (*Temple Mead Station*) AND FROM BIRMINGHAM (*New Street Station*) TO DERBY, MANCHESTER (*Central Station*), LIVERPOOL (*Central Station*), SHEFFIELD, YORK, NEWCASTLE-UPON-TYNE, LEEDS (*Wellington Station*), BRADFORD, CARLISLE, DUMFRIES, KILMARNOCK, GLASGOW (*St. Enoch Station*), GALASHIELLS, EDINBURGH (*Waverley Station*), DUNDEE (*Tay Bridge Station*), AND ABERDEEN, AND OTHER STATIONS ON THE MAIN LINES TO LANCASHIRE, THE NORTH-EASTERN COUNTIES, AND SCOTLAND. *During the summer months these services are supplemented by through carriages for Scarborough and the watering-places of Yorkshire; also by connections with through trains at Leeds for Grange and Windermere (Lake Side), at Carlisle for Stranraer and Greenock, and at Edinburgh for Perth and Inverness.*

THE MIDLAND RAILWAY.

GENERAL ARRANGEMENTS FOR THROUGH CARRIAGES

(continued).



FROM BOURNEMOUTH (*West Station*) AND FROM BATH (*Queen Square Station*) TO GLOUCESTER, CHELTENHAM, WORCESTER, BIRMINGHAM (*New Street Station*), DERBY, SHEFFIELD, YORK, LEEDS (*Wellington Station*), AND BRADFORD.

FROM LIVERPOOL (*Central Station*) TO STOCKPORT, DERBY, BIRMINGHAM, CHELTENHAM, GLOUCESTER, BRISTOL, LEICESTER, BEDFORD, AND LONDON (*St. Pancras Station*); ALSO FROM THE *Exchange Station* TO CARLISLE, DUMFRIES, KILMARNOCK, GLASGOW (*St. Enoch Station*), GALASHIELS, AND EDINBURGH (*Waverley Station*) FOR DUNDEE, ABERDEEN, AND OTHER STATIONS ON THE MAIN LINE TO THE NORTH; ALSO TO PERTH FOR INVERNESS, WICK, &c.

FROM MANCHESTER (*Central Station*) TO DERBY, BIRMINGHAM, CHELTENHAM, GLOUCESTER, BRISTOL, NOTTINGHAM, LEICESTER, BEDFORD, AND LONDON (*St. Pancras Station*); ALSO FROM THE *Victoria Station* TO CARLISLE, DUMFRIES, KILMARNOCK, GLASGOW (*St. Enoch Station*), GALASHIELS, EDINBURGH (*Waverley Station*), DUNDEE, AND ABERDEEN, AND OTHER STATIONS ON THE MAIN LINE TO THE NORTH.

FROM LEICESTER AND FROM NOTTINGHAM TO MANCHESTER, LIVERPOOL, SHEFFIELD, LEEDS, BRADFORD, CARLISLE, DUMFRIES, GLASGOW (*St. Enoch Station*), GALASHIELS, EDINBURGH (*Waverley Station*), DUNDEE (*Tay Bridge Station*), ABERDEEN, PERTH, AND OTHER STATIONS ON THE MAIN LINES TO LANCASHIRE, YORKSHIRE, AND THE NORTH. *During the summer months these services are supplemented by through carriages for Buxton, Blackpool, Scarborough, and Inverness; also by connections at Leeds with through trains to Morecambe and Grange and to Windermere (Lake Side) for the English Lake District.*

THE MIDLAND RAILWAY.

GENERAL ARRANGEMENTS FOR THROUGH CARRIAGES

(continued).



FROM SHEFFIELD, FROM LEEDS (*Wellington Station*), AND FROM BRADFORD TO DERBY, BIRMINGHAM (*New Street Station*), WORCESTER, CHELTENHAM, GLOUCESTER, BRISTOL, BATH, AND BOURNEMOUTH; NOTTINGHAM, BEDFORD, AND LONDON (*St. Pancras Station*); BARROW-IN-FURNESS, CARLISLE, DUMFRIES, KILMARNOCK, GLASGOW (*St. Enoch Station*), GALASHIELS, EDINBURGH (*Waverley Station*), DUNDEE (*Tay Bridge Station*), ABERDEEN (except from BRADFORD), AND PERTH. *During the summer months these services are supplemented by through carriages for Inverness; also by through trains to Grange, Windermere (Lake Side), and other stations in the English Lake District.*

FROM GLASGOW (*St. Enoch Station*) AND FROM EDINBURGH (*Waverley Station*) TO LIVERPOOL (*Exchange Station*), MANCHESTER (*Victoria Station*), BRADFORD, LEEDS (*Wellington Station*), SHEFFIELD, DERBY, BIRMINGHAM (*New Street Station*), WORCESTER, CHELTENHAM, GLOUCESTER, BRISTOL, NOTTINGHAM, LEICESTER, BEDFORD, LONDON (*St. Pancras Station*), AND OTHER STATIONS ON THE "MIDLAND" MAIN LINES TO LANCASHIRE, YORKSHIRE, THE WEST, AND THE SOUTH. *Also during the summer from Inverness and Stranraer Harbour to St. Pancras.*

FROM PERTH *via* THE FORTH BRIDGE TO LIVERPOOL (*Exchange Station*), BRADFORD, LEEDS, SHEFFIELD, NOTTINGHAM, LEICESTER, KETTERING, BEDFORD, AND LONDON (*St. Pancras*), AND OTHER STATIONS.

FROM ABERDEEN AND DUNDEE (*Tay Bridge Station*) *via* THE FORTH BRIDGE TO MANCHESTER (*Victoria Station*), LEEDS, SHEFFIELD, DERBY, BIRMINGHAM (*New Street Station*), CHELTENHAM, GLOUCESTER, BRISTOL, NOTTINGHAM, LEICESTER, KETTERING, BEDFORD, LONDON (*St. Pancras*), AND OTHER STATIONS.

THE MIDLAND RAILWAY.

PASSENGER FARES TO AND FROM LONDON.

LONDON (St. Pancras)		SINGLE JOURNEY.	LONDON (St. Pancras)		SINGLE JOURNEY.	LONDON (St. Pancras)		SINGLE JOURNEY.
AND		1 cls. 3 cls.	AND		1 cls. 3 cls.	AND		1 cls. 3 cls.
Aberdeen	78	6 40 0	Filey (via York)	31	11 19 2	Nottingham	16	4 10 8
Alnwick	43	1 25 9	Forge Mills	16	8 8 11½	Nuneaton	14	3 8 0½
Ambergate	18	4 11 5	Gargrave	29	9 17 4	Otley	27	4 16 4½
Appleby	36	3 21 10	Gateshead	37	8 22 4	Pateley Bridge	30	0 17 8
Arthington	27	0 16 14	Giggleswick	31	2 18 3	Perth	65	10 36 5
Ashby	15	5 9 6½	Glasgow	58	0 33 0	Pickering	31	5 18 4
Ashton-u.-Lyne	24	2 15 14	Guide Bridge	24	2 15 14	Pye Bridge	17	7 10 9½
Bakewell	20	4 12 7	Guiseley	27	1 16 3	Redcar	34	10 20 0½
Barnard Castle	35	1 20 8½	Harpenden	3	4 2 0½	Repton and Wil- lington	17	0 10 7
Barnsley	23	6 14 6	Harrogate	28	3 16 6	Richmond	33	6 19 8½
Barrow-on-Soar	14	4 8 11½	Hartlepool	35	2 20 9½	Ripon	29	9 17 5
Beauchief	20	5 12 10½	Heeley	20	8 12 11½	Rotherham	21	4 13 1
Bedford	6	7 3 11½	Hinckley	14	3 8 0½	Rowley	19	11 12 4½
Beeston (v. Trent) (v. N'gham)	16	2 10 14	Hull	25	11 14 0	Saltburn	35	6 20 11
Belper	18	1 11 2½	Hyde	23	7 15 0	Saltley	16	9 9 5
Ben Rhydding	27	7 16 7	Ilkeston	16	8 10 4½	Scarborough	32	7 19 1½
Berwick	47	0 28 2½	Ilkley	27	9 16 8	Seaton	34	6 20 4½
Beverley	23	11 14 8	Ingletton	32	4 19 1	Selby	25	6 14 0
Bingley	27	7 16 0	Kegworth	15	3 9 6½	Sherburn	25	5 14 9½
Birkdale (Palace)	27	6 17 7	Keighley	28	0 16 3	Sheffield	20	11 13 1
Birmingham	17	4 9 5	Kelso	49	8 29 6	Shipley	26	9 15 10½
Bishop Auckland	54	6 20 4	Kirkby Stephen	34	10 20 10½	Skipton	29	0 17 9
Bolton	26	6 16 2	Kirkstall	26	2 15 8½	South Shields	37	10 22 5½
Blackburn	29	0 17 6	Knarborough (via Leeds)	29	6 17 0½	Southport (Lord Street)	29	6 17 7
Bradford	26	9 15 10½	Lancaster (G.A.)	34	0 19 1½	Southwell	17	6 10 0
Bridlington	30	0 16 6½	Leamside	35	10 21 2	Staley Bridge	24	2 15 14
Burton	16	9 10 2	Leeds	25	9 15 5½	St. Albans	2	8 1 7½
Burton Salmon	24	11 14 5½	Leicester	13	6 8 0½	Staveley	19	8 12 4½
Buxton	21	8 13 7	Leyburn (via Northallerton)	33	4 19 7½	Stockport (Tee.) (Dale)	24	2 15 1½
Carlisle	40	6 24 2½	Lincoln	18	10 10 9	Stockton	33	4 19 7½
Chapel-en-le-Frith	22	1 13 10½	Liverpool (Cent.)	29	0 16 6	Sunderland	37	4 21 10
Chesterfield	19	2 12 1	Long Preston	30	9 17 11½	Swinderby	18	7 10 7½
Chinley	22	7 14 0½	Loughboro'	14	9 9 2	Swinton	22	3 13 6
Church Fenton	25	9 14 11½	Luton	3	6 2 6	Syston	13	8 8 6
Clapham	31	11 18 9	Malton	29	11 17 5	Thirsk	30	1 17 6
Clay Cross	18	10 11 8½	Manchester (Cen.)	24	6 15 5½	Thorparch	27	0 15 7½
Clitheroe	29	0 17 6	Mansfield	18	1 11 3	Trent	15	9 9 10½
Coalville	14	9 9 2	Marple	23	7 14 7½	Tweedmouth	46	9 28 1
Coldstream	48	4 29 1½	Masboro'	21	4 13 1	Tynemouth	39	3 23 3½
Colne	29	0 17 0	Matlock Bath	19	2 11 11	Ullenself	26	0 15 1½
Cudworth	23	2 14 6	Matlock Bridge	19	3 12 0	Wakefield	24	1 14 7½
Darlington	33	0 19 4	Melton Mowbray	14	0 8 8	Walsall	18	8 10 0
Darwen	28	2 16 11½	Middlesboro'	33	6 19 10½	Warrington	26	6 15 1½
Derby	17	0 10 7	Millfield	37	2 21 10	Water Orton	16	6 9 1
Doncaster	23	0 12 11½	Milford Junction	25	2 14 7½	Wennington	33	0 19 2
Dunfild	17	10 11 0	Miller's Dale	21	3 13 11	West Hartlepool	34	11 20 7
Dundee	67	0 36 9	Morecambe	34	6 19 5	Whitby	84	6 20 4
Durham	35	10 21 2	Morpeth	40	4 24 0	Wirkfield	18	10 11 9
Engelscliffe Junc. Eckington and) Renishaw	33	0 19 4½	Newark	17	6 10 0	Wirksworth	18	10 11 8½
Edinburgh	57	6 32 8	Newcastle	38	3 22 7½	Wolverhampton	19	8 10 5
Fence Houses	36	1 21 4½	Newstead	17	6 10 9½	Woodley	23	7 14 10
Ferriby	25	11 14 0	Normanton	24	4 14 7½	Yarm	32	6 19 3
Ferry Hill	34	8 20 5	Northallerton	31	1 18 2	York	27	9 15 8
			North Shields	39	1 23 1½			

THE MIDLAND RAILWAY.

HOTEL ACCOMMODATION, LUNCHEONS, REFRESHMENTS, & .



HOTELS.—The Midland “Grand” Hotel, St. Pancras; “Adelphi” Hotel, Liverpool, “Midland” Hotel, Bradford; “Queen’s” Hotel, Leeds; “Midland” Hotel, Derby; and “Midland” Hotel, Morecambe, which either adjoin, or are close to, the stations, are under the management of the Company, and afford every convenience to the travelling public at moderate charges. Hotel Porters meet the principal trains. Passengers desirous of ordering apartments in any of the Company’s hotels can do so on handing to the Station Master or other railway official at any of the principal stations on the direct route to destination, or the conductors in charge of the luncheon, dining, drawing-room, and sleeping saloon cars, a memorandum of the accommodation desired to be reserved, together with particulars as to fires, meals, &c., to be ready on arrival, when a telegram will be sent, free of charge, ordering the necessary accommodation.

Telegraphic address to each hotel, “MIDOTEL.”

REFRESHMENT ROOMS.—REFRESHMENT ROOMS under the supervision of the Company’s Hotel Manager are provided at Derby, Trent, Leicester, Kettering, Bedford, St. Pancras, Nottingham, Sheffield, Normanton, Leeds, Bradford, Hellifield, Skipton, Burton, Gloucester, and Bath stations. TRAYS OF TEA, or any other REFRESHMENTS which passengers wish to partake of on their journey, will be telegraphed for in advance (free of charge) on notice being given to the guard, and brought by waiters to the train at the point desired. There are also DINING ROOMS at Derby, Leicester, St. Pancras, Nottingham, Sheffield, Normanton, Leeds, Bradford, and Burton Stations.

At all of above refreshment rooms a glass of water can always be obtained FREE OF CHARGE, and it is earnestly requested that passengers finding any difficulty in this matter will at once communicate with the Hotel Manager.

Refreshment Rooms are also provided at Aldersgate Street, Ashchurch, Birmingham (*New Street*), Brecon, Bristol, Cambridge, Carlisle, Carnforth, Doncaster, Farringdon Street, Great Malvern, Hereford (*Barrs Court*), Hitchin, King’s Cross (*Metropolitan*), King’s Lynn, Lincoln, Liverpool (*Central*), Luton, Manchester (*Central and Victoria*), Moorgate Street, Peterborough, Rugby, South Lynn, Stockport, Talylyn, Three Cocks, Trent, Wakefield (*West Gate*), Walsall, Warrington (*Central*), Wolverhampton, Worcester, and York.

THE MIDLAND RAILWAY.

DINING ARRANGEMENTS.



DAY GLASGOW AND EDINBURGH EXPRESSES.—Passengers travelling by these trains are allowed 20 minutes at NORMANTON and LEEDS respectively for dining. *Table d'Hôte*, five courses, with dessert, 2s. 6d. No fees. Special dinners provided for family parties on receipt of telegram, which may be sent, free of expense, by giving notice to the guard.

TABLE D'HÔTE DINNER in the cars leaving Manchester at 5.20 p.m., Derby at 6.55 p.m., Leeds at 5.45 p.m., Sheffield at 6.40 p.m., and Nottingham at 7.42 p.m. for London; and those leaving London (*St. Pancras*) at 5.0 p.m., Bedford at 6.8 p.m., for Leicester, Derby, and Manchester; London (*St. Pancras*) at 5.40 p.m., Kettering at 7.9 p.m., for Nottingham, Sheffield, Leeds, and Bradford. Charge for the dinner, 3s. 6d. each person.



LUNCHEON ARRANGEMENTS.

COLD LUNCHEON BASKETS are provided at *St. Pancras, Derby, Leicester, Nottingham, Bedford, Gloucester, Bath, Sheffield, Leeds, and Hellifield* stations, at a charge of 3s. each, including half a chicken, with ham or tongue, or hot or cold meat, salad, bread, cheese, butter, &c., and a half-bottle of Burgundy, claret, stout, Johannis, or a bottle of aerated water.

HOT LUNCHEON BASKETS are also supplied at *St. Pancras, Derby, Leicester, Nottingham, Sheffield, Bedford, and Leeds*, at a charge of 3s. each; they contain steak or chop, with vegetables, cheese, bread, &c., and a half-bottle of Burgundy, claret, stout, Johannis, or a bottle of aerated water.

Either of the two descriptions of luncheon will be charged 2s. 6d., if no wine, stout, or aerated water is required.

Passengers who wish to be supplied with luncheon should *give notice to the guard* of the train they are travelling by, who will, when necessary, telegraph (free of charge) for it to be in readiness at the point required.

HOT OR COLD LUNCHEONS, at moderate charges, can be obtained in the drawing-room saloon cars attached to the express trains leaving *St. Pancras* for Manchester at 10.5 a.m., and for Leeds and Bradford at 12.25 p.m.; and from Manchester at 10.20, Bradford at 10.10, and Leeds at 10.45 a.m., on notice to the conductor.

LAVATORY AND DRESSING-ROOMS.—For the convenience of passengers travelling on the "*Midland Railway*" lavatory and dressing-room accommodation, with various toilet and travelling conveniences, is provided at the following stations:—

St. Pancras	Derby	Sheffield	Bradford
Leicester	Burton	Normanton	Shipley
Nottingham	Bristol	Leeds	Colne

TELEGRAPH MESSAGES are forwarded from all the principal stations.

THE MIDLAND RAILWAY.

OMNIBUSES.

OMNIBUS SERVICES

FROM AND TO **ST. PANCRAS STATION.**

**BETWEEN ST. PANCRAS STATION AND THE MIDLAND GRAND HOTEL
AND CHARING CROSS AND WATERLOO STATIONS.**

A service of omnibuses has been established on week-days between **ST. PANCRAS** and **CHARING CROSS** and **WATERLOO STATIONS**, for the accommodation of passengers travelling between the "*Midland*" and "*South Eastern*" and "*London and South Western*" railways, and to and from the **Midland Grand Hotel**. These omnibuses meet the principal trains, and can be used by the general public between any point on the route, viz. :—Judd Street, Brunswick Square, Russell Square, Southampton Row, Great Queen Street, Long Acre, St. Martin's Lane, Trafalgar Square, The Strand, and Waterloo Bridge.

Passengers holding through tickets between stations on the "*Midland*" and "*South Eastern*" and "*London and South Western*" railways are conveyed by the omnibuses, with a reasonable quantity of luggage, free of charge.

SAILINGS OF THE "AMERICAN LINE" STEAMERS FROM THE PORT OF SOUTHAMPTON.

By means of the omnibus service between St. Pancras and Waterloo, passengers booked through from "*Midland*" stations to Southampton have the advantage of crossing London with ease and comfort without any extra charge.

OMNIBUSES FOR USE OF FAMILY PARTIES

LONDON
(*St. Pancras*).

MANCHESTER
(*Central*).

LIVERPOOL
(*Central*).

GLASGOW
(*St. Enoch*).

The "*Midland*" Company also provide, for the convenience of family parties, small omnibuses, at nominal charges, capable of carrying six persons inside and two outside, with a reasonable quantity of luggage, to meet the trains arriving at or departing from the above-mentioned stations, when previously ordered. These omnibuses will also be sent to the hotels or residences of parties leaving London, Manchester, or Liverpool, by "*Midland Railway*," on application to the Station Masters at those points. Larger omnibuses, worked with a pair of horses, may also be obtained on application.

OMNIBUSES AT GLASGOW.

The "*Glasgow and South Western Railway Co.*" provide at the *St. Enoch Station*, Glasgow, family omnibuses (constructed for six inside and four outside passengers, and railed on top for luggage), brakes (constructed for 10, 14, 16, 18, and 24 passengers), landaus, broughams, &c. Orders can be given (by telegram, free of charge to passengers) for any description of vehicle at the principal stations, on application to the Station Master or to the guard of the train, and the vehicles so ordered will be at *St. Enoch Station* on arrival.

Charges for the Family Omnibuses, viz. :—For distances within the extended City Boundary, per mile, **1s.**; for distances beyond the City Boundary, per mile, **1s. 6d.**: minimum charge, **4s.** Two horses are used in all the buses.

TELEPHONE NUMBERS { **LONDON**, Nos. 17, 108, or 7,656.
 { **LIVERPOOL** (*Castle Street Office*), No. 971.
 { (*Central Station*), No. 5,092.

THE MIDLAND RAILWAY.

LUGGAGE REGULATIONS.



WEIGHT ALLOWED CARRIAGE FREE.—First class passengers are allowed 120 lbs. and third class passengers 60 lbs. of personal luggage only (not being merchandise, or other articles carried for hire or profit), free of charge—all excess above the weight allowed will be charged for according to the scale shown in the "*Official Time Tables*"; no excess charge will be made unless amounting to sixpence or upwards.

COMMERCIAL TRAVELLERS, theatrical, operatic, and equestrian parties are allowed to take with them, free of charge, the following weight of Luggage:—Each first class passenger, 3 cwt.; each third class passenger, 1½ cwt.; and any excess weight will be charged half the rate charged in the case of ordinary passengers; no excess charge being made unless amounting to 1s. or upwards.

Commercial travellers are allowed to make one payment to free their luggage for the day to the farthest station upon the Company's line they propose to visit, but the excess luggage ticket must be produced when demanded.

THE CHARGE FOR EXCESS LUGGAGE should in every case be prepaid; but in the event of its being overlooked at the starting station, the luggage is liable to be charged at the end of the journey, or at any intermediate point.

The Company will not be responsible for luggage or parcels left in any of their offices (other than those provided for the purpose) for the convenience of the owners, and all unclaimed luggage found in the waiting-rooms, or on the platforms, will be taken to the Company's Left Luggage Offices, and charged for.

FAMILY LUGGAGE.—Arrangements have been made in London and all the large towns for carting to the stations at low rates the luggage of families travelling by the "*Midland Railway*." Such luggage will also be forwarded by passenger train in advance, when required, at special charges.

DELIVERY OF LUGGAGE.—The Company have also extended their arrangements for the delivery of passengers' luggage, enabling passengers, if they so desire, to have their packages forwarded from the principal stations on the "*Midland Railway*" to any given address in London, Birmingham, Leicester, Nottingham, Sheffield, Leeds, Bradford, Liverpool, and Manchester (within the usual limits of free delivery of parcels), at an uniform charge of 6d. per Package, prepaid.

No delivery on Sundays.

Special arrangements are in operation during the spring and summer months, from May 1st to October 31st, with regard to the conveyance of luggage belonging to tourist passengers and visitors to the seaside. (For full particulars, see the Company's "*Tourist Programmes*.")

THE MIDLAND RAILWAY.

INFORMATION FOR AMERICAN PASSENGERS.



NEW YORK.—The “Midland Railway” Company’s office in New York is at 261 and 262, Broadway—*Agent*, MR. M. H. HURLEY, from whom tickets for the journey from Liverpool to London can be obtained, either at his office, or when he visits the steamers prior to their leaving New York. He will also supply every information respecting the “Midland Railway” and its arrangements to intending passengers to Europe.

QUEENSTOWN.—MR. T. DRISCOLL, the Company’s representative at Queens-town, visits all the Atlantic steamers calling at that port on their way from New York to Liverpool. He will furnish all information respecting the arrangements of the “Midland Railway,” or telegraph forward orders to Liverpool for sleeping saloons, reserved compartments, or any accommodation that may be required by passengers travelling from Liverpool to London by “Midland” route. *Passengers desiring such special accommodation should (prior to the arrival of the steamer at Queenstown) hand a letter stating their requirements to the purser of the vessel, addressed to T. DRISCOLL, MIDLAND RAILWAY AGENT, QUEENSTOWN.*

QUEENSTOWN.—*Agent*, MR. W. M. SPENDER, 27, Queen’s Terrace, to whom bills of lading and forwarding instructions for traffic requiring to be forwarded by the “Midland” route should be addressed.

GLASGOW.—*Agent*, MR. A. HANNAN, 156, Buchanan Street, and MR. J. WALKER, St. Enoch Station.

LIVERPOOL.—The “Midland” Company’s *Agent*, MR. JOHN B. CURTIS, 21, Castle Street, Liverpool, or other representative, visits the Landing Stage or dock on arrival of steamers from America in order to facilitate the arrangements of passengers electing to travel by the “Midland” route.

MIDLAND STATION AT LIVERPOOL.—The trains of this Company to and from London, the Midland Counties, and South and West of England start from, and arrive at, the Central Station, Bunelagh Street. The “Midland” trains from and to Scotland arrive at and depart from the Exchange Station, Liverpool. *Express trains at convenient hours.*

SPECIAL EXPRESS TRAINS.—If the passengers on board the steamers from New York do not arrive at Liverpool at a convenient time for joining one of the regular London express trains, the “Midland Company” will run a special express train from the Central Station, Liverpool, to London (St. Pancras), for a reasonable number of passengers.

THE ADELPHI HOTEL, LIVERPOOL, is close to the Central Station. It has been re-furnished and re-decorated, and is now one of the finest hotels in Europe. Luggage of passengers travelling by the “Midland Railway” conveyed free of charge between the “Adelphi Hotel” and Central Station.

SALOON CARS.—DRAWING-ROOM SALOON CARS are run regularly by some of the day express trains. First class passengers may ride in these cars without extra payment.

DINING ACCOMMODATION provided by the 4.35 p.m. train from Liverpool to London, and the 5.0 p.m. train from London to Liverpool, *en route*. Also by the midday expresses between Glasgow (St. Enoch) and London (St. Pancras). No extra charge beyond the sum payable for the dinner is made.

COMFORTABLE SALOON CARRIAGES, with lavatory and other conveniences, are provided on application, without extra charge, by any of the trains for seven or more first class, or fourteen or more third class passengers.

SCENERY en route.—The “Midland Company’s” trains between Liverpool and London pass through the most interesting portion of the PEAK OF DERBYSHIRE and VALE OF MATLOCK. Holders of through tickets between Liverpool and London (if obtained in New York) may break their journey at Miller’s Dale for Buxton, at Bakewell or Rowsley for Haddon Hall and Chatsworth House, and also at Matlock; or at any other station *en route*. The single tickets are available for three months; return tickets for six months.

THE MIDLAND RAILWAY.

INFORMATION FOR AMERICAN PASSENGERS (*continued*).




BAGGAGE ARRANGEMENTS.

CHECKING OF BAGGAGE.—The "Midland Railway Company" check the baggage of passengers from America, booked to travel from Liverpool to London by their route, either from New York (when passengers have purchased their railway tickets before leaving New York), or from the Landing Stage, Liverpool (when passengers obtain their tickets after arrival there).

FROM NEW YORK.—The charge for checking baggage from hotel or private residence in New York to hotel, railway station, or private residence (within the usual limits for free delivery of parcels) in London is \$1 each package. Baggage checked on the dock at New York is charged 50c. per package only.

FROM LIVERPOOL.—The charge from the Landing Stage, Liverpool, to London is 2s. per package.

 These charges include portage and cartage at Liverpool, and delivery at any hotel, railway station, or private residence (within the usual limits for free delivery of parcels) in London.

Baggage also checked from Liverpool to any destination on the "Midland Railway."

FROM LONDON.—(RETURN JOURNEY.) Baggage of Passengers (who have taken tickets from London to Liverpool by "Midland" route) is checked through from London (St. Pancras) to Liverpool, and delivered to the tender, or to the steamer if it leaves direct from dock. The charge for checking is 1s. per package from St. Pancras, or 1s. 6d. per package when collected from hotel or residence in London within the usual limits for free delivery of parcels (in addition to any excess charge that may be incurred), and includes cartage and portage at Liverpool. Passengers thus checking their baggage are relieved of the trouble of taking it themselves across Liverpool, and will find it on board the steamer.

Passengers should be careful to attach to each package of CHECKED BAGGAGE a strong LABEL bearing their name, and the name, date of sailing, and destination of the steamer; also to affix "STATE ROOM" or "HOLD" labels (to be obtained from the Steam Ship Companies) as the case may be.

Baggage not checked must be claimed by the owner on arrival of the train by which the passenger travels, at Liverpool (Central Station).

BAGGAGE FORWARDED IN ADVANCE.—To avoid the conveyance of heavy weights of luggage at the time passengers are making their journey, the "Midland Railway Company" have arranged to adopt a system for conveying luggage in advance of the passengers. The charge for this service, including collection from residences within the usual limits of free delivery of parcels, and delivery to the tender at the Landing Stage, is one-half the excess luggage rate, viz., 3d. per lb., with a minimum charge of 1s. The luggage should be at St. Pancras Station not later than 24 hours, or at any of the "Midland Company's" offices not later than 27 hours, before the advertised time of sailing of the steamer. Passengers requiring baggage to be collected from their residences should give 27 hours' notice to Mr. ELLIOTT, St. Pancras Station.

TRAVELLERS, &c., WAITED UPON AT HOTELS, &c.—MR. ELLIOTT, the Company's Agent at St. Pancras, will wait upon any travellers, or tourists, at their hotels or residences, in London, to receive orders for checking their baggage through to Liverpool, delivering it to the tender, or the steamer, as the case may be, arranging for providing conveyance to St. Pancras Station, accommodation in the train, &c. He will also be glad to make appointments, at hotels or private residences, to arrange for Saloon carriages, or other accommodation, required by passengers desirous of travelling by "Midland Railway."



MIDLAND RAILWAY.

THE MOST INTERESTING ROUTE BETWEEN ENGLAND AND SCOTLAND.

*M*IDLAND EXPRESS TRAINS run from London (St. Pancras),
Bristol and the West of England, Liverpool, Manchester and
the principal towns in the Midland Counties, Lancashire and
Yorkshire to

GLASGOW, GREENOCK AND THE WESTERN HIGHLANDS AND ISLANDS, THROUGH THE LAND OF BURNS,
EDINBURGH VIA MELROSE AND THE WAVERLEY DISTRICT (THE LAND OF SCOTT),
PERTH, DUNDEE, ABERDEEN AND NORTH SCOTLAND, OVER THE FORTH BRIDGE.

THE PICTURESQUE ROUTE
THROUGH THE CENTRE OF ENGLAND
BETWEEN THE SOUTH AND WEST,

AND
MANCHESTER AND LIVERPOOL,
VIA THE PEAK OF DERBYSHIRE AND MATLOCK.

ALSO TO AND FROM THE ENGLISH LAKE DISTRICT.

PASSENGERS by the "Midland" Route have the choice of entering the Lake District from
three directions, viz.:-

- (1) Via Carnforth, and the Furness Railways;
- (2) Via Carnforth, Oxenholme, Kendal and Windermere; or
- (3) Via Appleby, Penrith and Keswick.

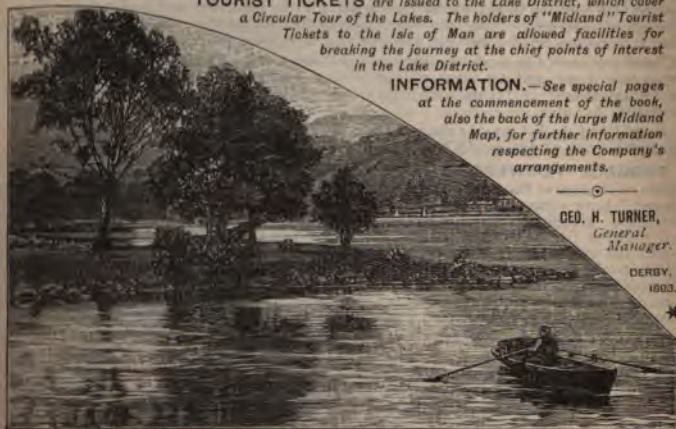
Full information as to Fares, Break of Journey, Coach Arrangements, etc., will be found in the
"Midland Tourist Programmes," to be had at all the Stations and Receiving Offices of the Company.

TOURIST TICKETS are issued to the Lake District, which cover
a Circular Tour of the Lakes. The holders of "Midland" Tourist
Tickets to the Isle of Man are allowed facilities for
breaking the journey at the chief points of interest
in the Lake District.

INFORMATION.—See special pages
at the commencement of the book,
also the back of the large Midland
Map, for further information
respecting the Company's
arrangements.

—○—
CED. H. TURNER,
General
Manager.

DERBY,
1903.



LAKE WINDERMERE.

(From a photograph by Messrs. Poulton & Son, London.)

The Official Guide
TO
THE MIDLAND RAILWAY.

INTRODUCTION.

SOME sixty years ago a few enterprising colliery proprietors promoted the incorporation of the "*Midland Counties Railway*." Their original scheme for the construction of a modest colliery line proved but the nucleus of a far more ambitious project, which ultimately afforded a system of railways between those important Midland towns—Nottingham, Derby, and Leicester. The marvellous developments of its capital, territory, and traffic, may be gathered by a perusal of the following pages. Within the compass of our introductory remarks we will briefly mention the course of events that has led to the recognition of the "*Midland Railway*" as one of the most popular trunk routes between England, Scotland, and Ireland.

Incorporation of the
"Midland
Railway,"
1844.

The 17th of July, 1832, witnessed the opening of the "*Leicester and Swannington Railway*," one of the earliest undertakings, directed by Robert Stephenson. It comprised a track sixteen miles in length, and provided the means of communication with the colliery districts of Leicestershire. Its completion was marked by a sudden fall in the prices of coal at Leicester, and thus it placed the coalmasters of the Erewash Valley at a considerable disadvantage. Hence the colliery proprietors of the Nottinghamshire district felt that a crisis so detrimental to their interests demanded an early meeting for mutual consultation, which took place at the Sun Inn, in the village of Eastwood, on the following 16th of August. The result of this industrial parliament brought its members to face the fact that the only way to extricate themselves from their dilemma

was likewise to construct a railway from their own coalfields to the town of Leicester. Thus originated the "*Midland Counties*" system. Somewhat singularly, the road to Pinxton, which had furnished the chief argument for the building of a railway, had for some years to be suspended in favour of a route designed by Mr. Vignoles, who was assisted during its construction by Mr. Woodhouse and Mr. William Mackenzie. The latter superintended the road from Nottingham to Derby on the north, while the former undertook the direction of the line that extended from Trent towards Leicester and Rugby, where it effected a junction with the then new main line of the "*London and Birmingham*"—now known as the "*London and North Western Railway*." The northern portion of the system was opened between Nottingham and Derby on the 30th of May, 1839, and the remaining section of the line to Leicester was completed during 1840. Meanwhile the "*North Midland*" had been projected by George Stephenson as a route from Leeds to Derby, by way of Mashborough, Chesterfield, and Ambergate, and this railway was ready for traffic on the 11th of May, 1840. The "*Birmingham and Derby*," another of Stephenson's systems, was already in existence, and was connected with the "*London and Birmingham Railway*" at Hampton Junction. Then occurred all that fierce and ruinous competition for the London traffic with which railway shareholders have since become too frequently familiar, until the strife merged into some measure of agreement, and this in its turn resulted in an amalgamation of the three competing interests. Never were railway proprietors and the public alike better served than on the 10th of May, 1844, when the "*Midland Counties*," the "*North Midland*," and the "*Birmingham and Derby*" systems—unitedly affording 181½ miles of permanent way—were consolidated into one wealthy and influential traffic corporation, since familiarly known as the "*Midland Railway*."

Early Development of the "*Midland Railway*," 1844 to 1854.

Within the first decade of its existence the "*Midland Railway*," under the liberal administration of an enterprising directorate, rapidly extended the boundaries of its territory. During 1845 the Company became proprietors of the "*Birmingham and Gloucester*," a narrow-gauge system which had been projected by the Sturges of Birmingham, and likewise of the "*Bristol and Gloucester Railway*," a broad-gauge line chiefly promoted, under the influence of Brunel, by Mr. Edward Fry of Bristol. The latter road was ultimately altered so as to agree with the national gauge, and thus afforded a through main route from the North and the Midlands to the West of England. A branch from Trent through the Erewash Valley to Pye Bridge and Pinxton was opened

in 1847, and subsequently extended to a junction with the original main line at Clay Cross. In 1848 the "*Midland*" opened communication from Leicester to Peterborough for the Eastern Counties, *via* Syston and Stamford; acquired the little "*Leicester and Swannington Railway*," which was continued through Ashby-de-la-Zouch to Burton-on-Trent; and undertook the working of the line that extended from Ambergate to Rowsley. During the same period a branch road was built between Nottingham, Southwell, Newark, and Lincoln. The year 1850 gave access to Worcester by connections with the "*West Midland*" system at Stoke Prior and Abbot's Wood Junctions, the loop thus rendered available ultimately furnishing a through route for the "*Midland*" main-line expresses. The same year witnessed the entrance of "*Midland*" trains into the joint occupation of the fine *New Street Station*, Birmingham. The next event of importance occurred in 1851, when the absorption of the "*Leeds and Bradford*" system placed the Company at Skipton in a position to negotiate in 1852 with the "*Little North Western*" for the lease of its line to Lancaster and Morecambe *via* Wennington. At Ingleton it also afforded connections with the "*Lancaster and Carlisle*" track for the North. This arrangement brought about in 1863 a Bill, which was successfully carried by the "*Midland*" and the "*Furness*" directorates, for the authorisation of a joint railway from Wennington Junction to Carnforth. At the latter point a junction with the "*Furness Railway*" afforded another through route for "*Midland*" trains, which were thus enabled to approach Grange-over-Sands, Ulverston, and Lakeside for connections with the steamers that sail over Lake Windermere towards Bowness and Ambleside, two favourite centres for tours throughout the English Lake District; Barrow-in-Furness, for the steamer services to Belfast and the Isle of Man; and the seaport of Whitehaven. It will be seen from the foregoing data that by May, 1854, various amalgamations, new lines, leases, and facilities afforded by running powers or agreements, had given the "*Midland Railway*" direct control over some 521 miles of well-laid permanent way.

**Projects
for Extension
of the
"Midland"
System.**

Although the Company had by 1854 so rapidly developed its resources, the urgent demands for extensions of the national railway system encouraged its proprietors to make still further provision for the transit of passengers and merchandise, especially seeing that much land yet remained to be possessed by the "*Midland*" or its rivals. Its naturally advantageous position in the centre of the chief coalfields and manufacturing districts of England furnished indisputable arguments for the extension or construction of other

"*Midland*" roads, until the Company had supplied a satisfactory system of communication with the Metropolis, also with the great cities and seaports of the United Kingdom. Putting aside several minor schemes which more distinctly relate to local traffic, it is our purpose to indicate the route of certain highly important supplementary trunk lines which, either singly or in conjunction with the metals of connecting systems, have provided roads for the "*Midland*" trains that now enter London, Bournemouth, Bath, Bristol, Swansea, Manchester, Blackburn, Liverpool, York, Scarborough, Darlington, Newcastle-on-Tyne, Barrow, Carlisle, Stranraer, Glasgow, Greenock, Edinburgh, Perth, Inverness, Dundee, and Aberdeen.

**Summary
of the
"Midland"
Territory
in 1854;
Extension
to Man-
chester and
the County
of Lan-
cashire.**

It will be remembered that we have already placed our readers in touch with the fact that by 1854 the "*Midland Railway*" had its southern boundaries at Leicester and Rugby, and also in the south-west owned a terminus at Bristol. Its eastern limits were Peterborough, Nottingham, and Lincoln, while its chief station westward was Birmingham. On the north-east its trains reached Rowsley, but their more important destinations northwards were Sheffield, Leeds, Bradford, and Lancaster. The great heart and headquarters of the system was situated then, as now, at Derby. A reference to the "*Official Map of the Midland Railway*" will assist our readers to realise the directions of the additional trunk roads that were subsequently engrafted upon the parent stock. One of the earliest in point of date, and not the least in its importance, is the direct road, through Matlock and the Peak District, by which "*Midland*" expresses reach Manchester, Blackburn, Stockport, Warrington, Southport, and Liverpool. It is the outcome of an extension of the road from Rowsley to Miller's Dale for Buxton, also to New Mills, where a connection with the "*Manchester, Sheffield and Lincolnshire and Midland Joint Committee's*" line affords access to Marple and Stockport. The latter station is owned by the "*Cheshire Lines*," jointly formed in 1865 by the "*Midland*," the "*Manchester, Sheffield and Lincolnshire*," and the "*Great Northern*" railways. A supplementary main line from Marple to the *Victoria Station*, Manchester, supplies a through road to Bolton and Blackburn, also to the whole of the "*Lancashire and Yorkshire*" system.

**Extension
of the
"Midland
Railway"
to London,
1868.**

Perhaps one of the most vital departures ever undertaken by the "*Midland*" management was that which in 1858 resulted in the completion of the southward line from Leicester, through Market Harborough, Kettering, Wellingborough, and Bedford, to Hitchin on the main

line of the "*Great Northern Railway*." Up to this time the "*Midland*" had solely relied on its connection with the "*London and North Western*" at Rugby for the conveyance of its passengers and merchandise to *Euston* for London and the South, the tolls for which traffic in 1862 reached no less a sum than £193,000. Access to *King's Cross* afforded the advantages of another London terminus, and the extent of the traffic carried thence from the "*Midland*" during 1862 involved an expenditure of £60,000. Notwithstanding this additional accommodation, the volume of traffic still increased far beyond the power of its disposal. During one year 3,400 trains were unavoidably detained between *Hitchin* and *King's Cross*, while at one time the Rugby sidings were absolutely blocked by some five miles of coal-trucks. Such were the circumstances which led to the urgent proposal for an independent main route from Bedford, *via* Luton, St. Albans, and Kentish Town, to London. Its successful completion was inaugurated in 1868, when the first "*Midland Express*" left the palatial station of *St. Pancras*. Amongst the chief works since carried out between Leicester and London have been the opening of a branch from Wigston to Birmingham; the construction of a new and alternative main line to Nottingham, Sheffield, Yorkshire, and the North, *via* Kettering, Oakham, and Melton Mowbray; the acquisition of a south-eastern route from Kettering to Cambridge, *via* Huntingdon and St. Ives; and the connection established by branch lines from Bedford and Wellingborough with Northampton. From Kentish Town direct connections are provided with the trains of the "*Great Eastern*" and those of the "*London, Chatham and Dover*" railways. One of the more noteworthy events that followed the completion of the trunk route to the Metropolis was the construction of a road from Chesterfield to Masborough, *via* Dronfield, which was opened in 1870, and thus placed Sheffield on the main line of the chief Yorkshire and Scotch expresses from London and Bristol.

Extension Having secured access to the English Metropolis,
of the it became evident that no time should be lost in pro-
"Midland viding increased accommodation for the growing
Railway" number of trains that were destined for Scotland.
to Carlisle, Hitherto the "*Little North Western*" road from Clap-
1875. ham to Ingleton communicated with a branch of the Lancaster
and Carlisle section of the "*London and North Western Rail-
way*" that joined its main route at Low Gill Junction. It
provided the track by which "*Midland*" passengers and goods
were conveyed to Carlisle for connections with the southern
railway systems of Scotland. In 1866 the Bill for the Settle and
Carlisle extension obtained the assent of Parliament. This

stupendous undertaking of modern railway engineering had a length of seventy miles, crossed the Pennine Range, and involved the expenditure of some four millions sterling. It was successfully completed and ready for traffic by August, 1875. By its direct road from London, Bristol, Liverpool, and Manchester, to Carlisle the "*Midland*" was enabled to cement intimate relations with the "*Glasgow and South Western*" system, which provides a through main line for the "*Scotch Expresses*" that *via* Dumfries traverse the "*Land of Burns*" on their course by way of Kilmarnock to Ayr, and to Ardrossan for Arran; also to Greenock for connections with the Clyde and Highland steamers; and to Glasgow (*St. Enoch Station*). The same facilities at Carlisle also conduce to an equally intimate relation with the main line of the "*North British Railway*." This important system supplies the road which stretches across the picturesque "*Land of Scott*," and *via* Melrose furnishes a route for the Scotch expresses which enter Edinburgh (*Waverley Station*). Crossing the Forth Bridge, they proceed *via* Dunfermline to Perth for connections with the "*Highland*" services to Inverness; or to Stirling for Aberfoyle and Balloch, at the foot of Loch Lomond. Other Forth Bridge services travel *via* Kirkcaldy and the Tay Bridge to Dundee, and thence to Aberdeen, where connections with the trains of the "*Great North of Scotland Railway*" afford access to the Deeside Highlands.

**Extension
of the
"Midland
Railway"
to Bath,
1869;
Bournemouth,
1874;
and York,
1879.**

The year that witnessed the completion of the "*Midland*" main line to Carlisle was also remarkable for a noteworthy extension of its interests throughout the South and the West of England. The Company's access to Bristol had long ago placed its system in connection with the "*Bristol and Exeter*," better known in later years as the "*Great Western Railway*." By this means its passengers could, by an exchange of trains, reach Taunton, Exeter, Torquay, Plymouth, and other towns of Somersetshire, Devonshire, and Cornwall. In 1869 a "*Midland*" branch was constructed from Mangotsfield to Bath. Ere long the branch assumed the dignity of a main line, for its existence proved a singularly opportune prelude to the joint purchase by the "*Midland*" and the "*London and South Western*" of the "*Somerset and Dorset Railway*." This system not only supplied southern and western roads through Somersetshire, and thus served Radstock, Shepton Mallet, Glastonbury, Wells, Bridgwater, and Burnham, but at Templecombe Junction it established connections with the main, line expresses of the "*London and South Western Railway*," which provide through journeys to Exeter, Barnstaple, Ilfracombe,

Plymouth, Devonport, and all parts of the West of England. It also provided direct access to Bournemouth, and thus placed the "*Midland*" in a unique position as the only northern system of railway which could claim its own terminus on the southern seaboard. A noteworthy supplement to the "*Midland*" policy in the South was subsequently furnished by the construction of the Swinton and Knottingley line, a road of some fifteen miles in length, jointly projected by the "*Midland*" and the "*North Eastern*" railways. Its completion in 1879 filled in the missing link between the systems of two great traffic corporations, and provided a through trunk line from Berwick-upon-Tweed, Newcastle-upon-Tyne, Durham, Darlington, and York, across the Midland Counties *via* Sheffield, Derby, Burton-upon-Trent, and Birmingham, to Worcester, Malvern, Hereford, Swansea, Cheltenham, Gloucester, Bristol, Bath, Bournemouth, and the West of England.

**Extensions
of the
"Midland"
Services to
Swansea,
Stranraer,
Ashbourne,
and the
Eastern
Counties.**

Amongst the remaining roads that have a claim upon our attention is the "*Midland*" route from Worcester to Malvern, Hereford, Hay, Brecon, and Swansea, one of the chief seaports on the coast of South Wales. It is secured by arrangements with the "*Great Western*," and by leases of the united systems respectively known as the "*Hereford, Hay, and Brecon*," the "*Brecon and Neath*," and the "*Swansea Vale*." Apart from the Company's intimate relations with the "*Glasgow and South Western*" system, another important departure by way of Carlisle has been the connection of the "*Midland Scotch Expresses*," either at Carlisle or Dumfries, with the trains that travel across the south-western counties of Scotland to Stranraer, the port of embarkation for the "*Short Sea Route*" to Larne and North Ireland. From Larne the trains of the "*Belfast and Northern Counties Railway*" afford direct access either *via* Carrickfergus to Belfast or *via* Coleraine to Londonderry. By way of Derby or Burton "*Midland*" passengers can join the services of the "*North Staffordshire Railway*," which run *via* Uttoxeter to Stoke-upon-Trent and Crewe, or to Ashbourne for the romantic scenery of Dovedale. While the "*Midland Railway*" has now reached a period when its policy rather calls for development than extension, it still pursues a path of active progress. Its share in the acquisition of the "*Eastern and Midlands Railway*," henceforth to be known as the "*Eastern Section*" of "*The Midland and Great Northern Joint Railways*," will afford an improved through route from Derby, Nottingham, Birmingham, Leicester, and the Midland Counties to Norwich, Cromer, and Yarmouth, *via* Bourn, Spalding, and Lynn. Another noteworthy undertaking is the Dore and Chinley line, designed to

provide a new means of communication between Sheffield, Manchester, and Liverpool. It will likewise furnish an eastern and western route to Castleton, an attractive centre of the Peak District.

**Tourist
Districts,
Health Re-
sorts, and
Watering-
Places
reached by
"Midland"
Services.**

Scattered over the broad territories that are traversed by "*Midland*" services are countless scenes of surpassing beauty and buildings of a grey antiquity; spots, such as St. Albans, Naseby, Bosworth Field, and Evesham, that are instinct with the great events of history; or—like Bedford, Stratford-upon-Avon, Dumfries, Ayr, and Abbotsford—with the more pensive memories of some human association; rural villages given up to the plodding husbandman; cities where the shuttle, the hammer, the lathe, and the anvil make ceaseless music and employ thousands of busy workers; and districts where their denizens toil in the depths of the earth, amidst its storehouses of coal and costly ores. Amongst the chief playgrounds of the United Kingdom are the green glades of Sherwood Forest, the picturesque Peak District, the crystal lakes, rivers, and green mountains of the English Lake Country, the caverns and waterfalls of Clapham and Ingleton, the mountains of South Wales, the beautiful Forest of Dean, the Isle of Man, the grand cliff scenery of the Giant's Causeway, the rocky coasts of Antrim and Donegal, the richly-wooded Trossachs, the picturesque shores of Loch Lomond, the breezy highlands of Perthshire and the Deeside, and the lofty summits of the Grampians. All these treasures of Nature's scenic gems may be reached by "*Midland*" passengers, as well as the exquisite river-bits of the Wharfe, the Greta, the Derwent, the Dove, the Trent, the Severn, and the Wye. By "*Midland*" trains tourists can also approach the inland health resorts of Matlock, Buxton, Ilkley, Harrogate, Droitwich, Malvern, Cheltenham, and Bath; such charming seaside watering-places as Bournemouth, Weymouth, Torquay, Cromer, Yarmouth, Scarborough, Whitby, Southport, Morecambe, Grange, Seascale, Douglas, and Ramsey, or the pleasant coast towns of Scotland.

**Cathedrals,
Abbeys, and
Churches
reached by
"Midland"
Services.**

Amongst the stately cathedrals and abbey churches towards which "*Midland*" trains carry the lovers of mediæval Gothic architecture are the grey fanes of St. Albans, Peterborough, Ely, and Norwich; the grand piles of Lincoln, Southwell, York, Ripon, and Durham; and the romantic remains of Newstead, Beauchieff, Fountains, Kirkstall, Bolton, and Furness. Northward stand the old cathedrals of Carlisle, Glasgow, Edinburgh, Dunblane, Dunkeld, and Aberdeen, also the abbey church of Dunfermline, and the beautiful ruins of Melrose and Dryburgh. Manchester now owns

its cathedral, and not far distant is the cathedral church of Chester. Southward will be found Worcester, Hereford, and Gloucester, alike associated with the Festival of the Three Choirs; while in the same direction are the episcopal churches of Bristol, Bath, and Wells, the ruins of Glastonbury Abbey, and the time-honoured minster of Wimborne. Nearer to the Midlands are Tewkesbury Abbey and the priory churches of Malvern and Brecon. Neither should we forget such noble parish churches as St. Mary Redcliffe at Bristol, Melbourne, All Saints at Derby, Chesterfield with its crooked spire, Howden, Wakefield, Melton Mowbray, Newark, and Lynn.

Castles and Ancestral Halls. Closely associated with the great churches of medieval monasteries and bishoprics were those baronial strongholds and ancestral halls that once abounded throughout the realm of England. Many of these castles and noble homes simply survive in the ruined relics of their grandeur, while others still retain the likeness of their eventful past. The "*Midland*" tourist may beguile his time by visits to Rockingham, Nottingham, Newark, Lincoln, Ashby-de-la-Zouch, Tamworth, Bolsover, Conisborough, Peveril, Lancaster, Appleby, Brough, Brecon, and the yet grim fortress of Berkeley. Perhaps more attractive are such splendid historic homes as Luton Hoo, Burghley House, Wistow Hall, Willesley Hall, Bestwood, Wollaton, Newstead Abbey, Thurgaston Priory, Welbeck Abbey, Chumber, Worksop Manor, Thoresby, Elvaston Castle, Willersley, Chatsworth House, Haddon Hall, Wingfield Manor, Hardwick Hall, Wingerworth Hall, Eaton Hall, Bolton Abbey, Hornby Castle, Beaumont Hall, Holker, and Lowther Castle.

Educational Centres reached by "*Midland*" Services. The "*Midland Railway*" is closely connected with the chief educational centres of Great Britain. Not only do its express services afford communication with the ancient Universities of Cambridge, Durham, Glasgow, Edinburgh, St. Andrews, and Aberdeen, but they also furnish access to the modern University centres of Manchester, Liverpool, Leeds, Nottingham, Birmingham, and Bristol; also to the famous University of London. Such public schools as those of Rugby, Repton, Bedford, Uppingham, Oakham, Mill Hill, Giggleswick, Sedburgh, St. Bees, Malvern, Brecon, Cheltenham, Clifton, and Bath; the cathedral foundations of St. Albans, Peterborough, Ely, Lincoln, York, Ripon, Durham, Carlisle, Chester, Worcester, Hereford, Gloucester, Bristol, and Wells; and the great grammar schools of Birmingham, Leicester, Nottingham, Sheffield, Leeds, Bradford, Newcastle-upon-Tyne, Manchester, Liverpool, Glasgow, and Edinburgh, are rendered equally available by means

of "*Midland*" metals. Neither should we overlook the facilities afforded for reaching the schools of Walsall, Wolverhampton, Doncaster, Wakefield, Derby, and Denstone College, a public school of Staffordshire; a proprietary school of the Midlands known as Trent College, King William's College at Castletown in the Isle of Man, nor the various educational centres of Belfast and Londonderry.

Seaports, Manufacturing Centres, and Mineral Districts reached by "*Midland*" Services. Last, but certainly not least, in the long list of stations connected with the "*Midland*" system are those great commercial seaports and manufacturing centres which furnish the largest tributaries to its vast stream of traffic. From the extensive docks of London and Southampton, the great Atlantic seaport of Liverpool, the Baltic ports of Lynn, Hull, the Hartlepoons, Sunderland, and Newcastle-upon-Tyne; from the ancient maritime centres of Bristol and Plymouth; from Swansea in South Wales; and from Glasgow, Edinburgh, and Dundee, respectively the seaports of the Clyde, the Forth, and the Tay, the "*Midland*" trains gather an immense tonnage of merchandise for distribution throughout the urban populations of Britain. The returning tide of traffic likewise bears throughout the country, and especially to the seaports, the enormous output of the great English coalfields, the metal, cutlery, and hardware manufactures of Birmingham, Sheffield, Walsall, and Wolverhampton; porcelain and earthenware from Worcester, Derby, and the Potteries; huge consignments of cotton fabrics from Manchester, Stockport, Oldham, Bolton, Darwen, Blackburn, and other towns of Lancashire; linens and jute goods from Barnsley, Belfast, and Dundee; countless bales of woollens from Leeds, Bradford, Wakefield, and the West Riding of Yorkshire; hosiery, boots, elastic web, lace, or silk manufactures from Leicester, Northampton, Nottingham, or Derby; and iron in its various stages of production from Glasgow, Newcastle, Middlesborough, Sheffield, Wellingborough, and the towns of the Black Country; also tin plates and smelted copper from Swansea. Then, too, the straw-plait goods of Luton and St. Albans, the brewery traffic of Burton-upon-Trent, the products of the sugar refineries at Bristol, and the sundry manufactures of such cities as Lincoln, York, Worcester, and Gloucester, alike make demands upon the goods and passenger services of the "*Midland*" system. Finally, the traffic between the continents of America and Europe is bringing the "*Midland*" into increasing prominence as affording an important link in one of the most direct routes that lie between New York, Liverpool, London, and Paris.

Perhaps a necessary supplement to the preceding paragraphs will be a passing notice of such typical scenes as possess a

Some
Scenes
of National
Interest
reached by
"Midland"
Services.

peculiarly human interest, from their intimate association with the men and women whose names are yet treasured amongst the choicest memories of all English-speaking people. From this point of view the wide fields of travel which are covered by the main lines and branches of the "*Midland*" system will commend themselves for their connection with Bedford, where lived worthy John Bunyan, that pilgrim of immortal memory; Olney, the home of the poet Cowper; and Rothley Temple, the ancient seat, not far from Syston, where was born Lord Macaulay, the great historian and essayist. In different directions lie Rugby, memorable for the life-work of Dr. Arnold; Nuneaton and Warks-worth, the former famous as the early home, and the latter as a scene for one of the earliest works of that gifted novelist George Eliot; Newstead Abbey the ancestral seat, and Hucknall Torkard the last resting-place, of Lord Byron; Dovedale, where Izaak Walton and Charles Cotton oftentimes met in friendly converse; and Lea Hurst, the pretty Derbyshire home of Florence Nightingale. Amidst the pleasant countryside of Colwall were passed the early days of Mrs. Browning, and in the adjoining county of Worcestershire was born Mrs. Henry Wood, whose weaving of facts into fiction has been read by countless thousands; while in the heart of Warwickshire is Stratford-upon-Avon, the birthplace and home of England's peerless bard, William Shakespeare. Further southward, at Gloucester, was born Sir Charles Wheatstone, who in conjunction with Sir W. F. Cooke gave to England the boon of the electric telegraph; while Belfast was the birthplace of Lord Kelvin, a like-minded scientist, better known as Sir William Thomson, who successfully applied Wheatstone's discovery by the completion in 1866 of the great Atlantic cable. Haworth, a moorland village of Yorkshire, has acquired a lasting fame as the weird home of that intense genius Charlotte Brontë; and Lake Side, the beautiful preface to the beautiful Lake Country, permits the tourist to approach the scenes that kindled the poetic muse of Southey, Wordsworth, and Coleridge, whose lives in their turn quickened the graphic pen of De Quincey. Far away over the Scottish Border are Dumfries, Dalswinton, and Ayr, seated amidst the picturesque Lowlands which furnished a framework for the lives and writings of Scotland's peasant-poet, Robert Burns, and his early follower, Allan Cunningham; while Ecclefechan is more closely associated with that rugged prophet of the nineteenth century Thomas Carlyle. Eastward amidst the rich scenery on the banks of the Tweed stands Abbotsford, the stately home of the great "*Wizard of the North*," Sir Walter Scott; and within a few miles are the

romantic ruins of Melrose Abbey, that furnished a theme for the poet's pen, and those of Dryburgh, which provide a resting-place for his remains. In the same countryside was born the rustic genius James Hogg, the Ettrick Shepherd, and in yonder fair city of Edinburgh wrote that master of the pen Professor John Wilson, the genial "Christopher North."

**Special
Tourist
and
Excursion
Arrange-
ments of
the
"Midland
Railway."**

Since the year 1841, when the secretary of the "*Midland Counties Railway*" undertook, at the suggestion of the late Mr. Thomas Cook, to run an excursion from Leicester to Loughborough, the Company's tourist and excursion department has furnished a most important section of "*Midland*" passenger traffic. Owing to the intimate administrative arrangements that exist between the Company and Messrs. Thos. Cook and Son, this well-known firm of excursion contractors, acting as the sole General Agents of the "*Midland Railway*," have organised a singularly complete system of excursions and tours that extend throughout the picturesque holiday resorts of England, Scotland, South Wales, and North Ireland; also via *St. Pancras Station* to all parts of the European Continent, Egypt, and the East. Messrs. Cook and Son's appointment as General Passenger Agents to the "*Midland Railway*" throughout Europe, the United States and the Dominion of Canada, enables them to issue tickets at all their American offices for the international traffic between England and the eastern and the western continents. In connection with their chief office at Ludgate Circus, London, E.C., are several branch offices throughout the City and West End; also in Manchester, Bolton, Blackburn, Burnley, Oldham, Walsall, Birmingham, Liverpool, Wolverhampton, Leeds, Bradford, Sheffield, Hull, Nottingham, Leicester, Dublin, Belfast, Edinburgh, and Glasgow. Sub-agencies are also established in several important "*Midland*" towns. The "*Midland Railway Programme of Tourist Ticket Arrangements*" can be obtained at all the stations of the system.

**Statistical
Position—
Traffic,
Earnings,
and Expen-
diture of
the
"Midland
Railway,"
1892.**

While the foregoing particulars may convey some general idea of the magnitude which has been attained by the "*Midland Railway*," minds of a mathematical order may better appreciate its position by the perusal of some supplementary statistics. When we name the fact that the "*Midland*" owns an authorised capital of £101,593,762, and that its revenue during the year 1892 reached a total of £9,171,152, we are met by figures that, to say the least, command respect. Its earnings during the period named, from 38,764,143 passengers

and some fifty thousand season-ticket holders, amounted to £2,212,649, merchandise yielded £3,335,670, and the carriage of minerals an additional £2,870,675; while three minor items were £506,497 received on account of parcels, horses, and carriages, £97,021 for the transit of live stock, and £56,790 as the "*Midland*" quota for the conveyance of Her Majesty's mails. Equally gigantic are the sums disbursed in the way of expenditure. Taking the supply of locomotive power as an example, we shall find that the working of engines demanded wages to the extent of £618,794, while £430,409 was needed to discharge the annual bill for coal and coke. Water for the generation of steam certainly cost no more than £38,451, but £54,372 was required to meet the claims for the supply of oil, tallow, and other stores, such trifling commodities entailing in the aggregate a weekly expenditure of over one thousand pounds. Thus the actual running expenses furnished a total of £1,142,028; but to this should be added a further sum of £442,577 for the repairs and renewals of locomotives. That other departments are similarly taxed with working expenses is palpable if we recollect that the repairs and renewals of waggons cost £425,795, and that similar services demanded an expenditure of £178,668 on the part of the carriage department. Those who appreciate the luxury of rolling along at express speed, seated in comfortable third class carriages, and travelling over a well-laid track, should know that the Company during a period of twelve months spent £385,514 in the maintenance and renewal of its costly permanent way.

Rolling
Stock and
Mileage
of the
"Midland
Railway,"
1892.

It may prove interesting to learn the quantity of rolling stock required for the efficient conduct of a great railway, and likewise to acquaint ourselves with certain incidental details in connection with its annual tale of traffic. The question of "*Midland*" ownership embraces the possession of 2,197 locomotive engines, 1,815 tenders, and 4,640 vehicles employed in the coaching or passenger department. Of the latter 2,981 are first or third class carriages, and the remainder is composed of travelling post-offices, horse-boxes, carriage-trucks, and break-vans. The merchandise, mineral, and live-stock traffic demands the employment of 111,857 vehicles. Of these 75,209 waggons are devoted to the transit of goods, 31,667 are used for minerals, and 1,485 trucks are needed for the carriage of cattle. Timber trucks, creosote trucks, and break-vans account for the remainder. Those who were at one time apprehensive that the institution of the British railway system would seriously reduce the demand for the services of horse-power will be glad to learn that the 4,166 drays and vans used by the "*Midland Railway*,"

for the regular collection and delivery of merchandise demand the maintenance of permanent stables containing 4,449 horses. Finally, we may note that the authorised permanent way of the "*Midland Railway*" now extends over a distance of 1,838½ miles. During 1892 its engines completed a running record of 41,476,937 miles. Excluding those systems which are distinctly competitive corporations with that of the "*Midland*," the latter owns direct working connections with no fewer than twenty railways of Great Britain possessing in the aggregate more than 10,000 miles of permanent way. If this mileage be added to that of the lines which traverse strictly "*Midland*" territory, it will be evident that the interests, direct or indirect, of this great corporation extend over some 12,000 miles.

The Principles and Policy of the "*Midland Railway*."

Having touched upon the history, the possessions, and the practice of the "*Midland Railway*," we have simply to speak briefly of its policy ere we invite our readers to journey with us over its far-reaching territory. Speaking generally, its management has steadily kept in view the identity of "*Midland*" interests with those of the travelling or the trading public. Hence it now commands the transit of immense tonnages both in merchandise and minerals, while it is generally recognised as one of the most popular passenger lines of the country. Keeping in the van of railway progress, the "*Midland*" has oftentimes initiated praiseworthy reforms, either in the direction of comfort or economy. The boon of comfortable and commodious third class carriages attached to all of its express trains will be gratefully remembered as a distinctive reform that marked the advent of April 1st, 1872; and the total elimination of second-class carriages from its rolling stock, with the consequent cheapening of its first-class accommodation, equally distinguished the 1st of January, 1875; while the 3rd of July, 1893, witnessed the introduction of first and third class luncheon and dining cars into the composition of the Scotch expresses. The regular running of Pullman drawing-room, dining, and sleeping cars; the maintenance of an ably-conducted department by which travellers are economically supplied with light or solid refreshments, either in their carriages or in well-appointed refreshment-rooms; and the provision of first-class hotels at St. Pancras Station, Derby, Liverpool, Leeds, Bradford, and Morecambe, are not the least among the many inducements that the "*Midland*" directorate have placed within reach of their passengers. To sum up in a sentence, the Company has steadily kept in view a public-spirited policy, administered in such a manner, as to merit the approval and confidence of British and American travellers.



MAP
OF THE
LONDON AND SUBURBAN
DISTRICT,

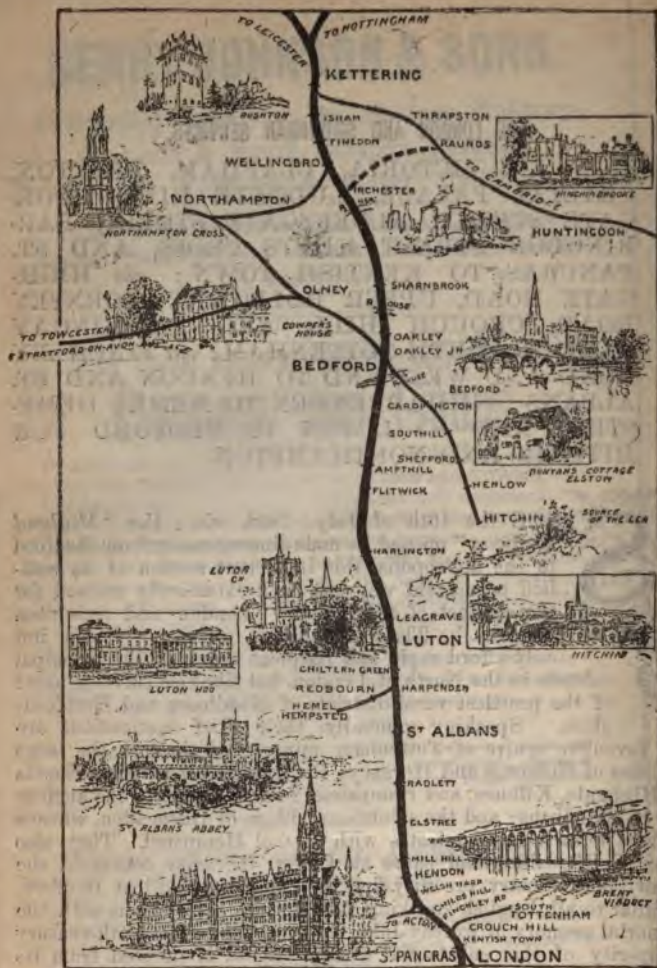
IN DIRECT CONNECTION,
BY THE
EXPRESS SERVICES
OF THE

MIDLAND RAILWAY,

WITH

ABERDEEN,	CARLISLE,	BRADFORD,
DUNDEE,	BARROW,	LEEDS,
INVERNESS,	BLACKBURN,	SHEFFIELD,
PERTH,	BOLTON,	NOTTINGHAM,
EDINBURGH,	MANCHESTER,	LOUGHBOROUGH,
MELROSE,	SOUTHPORT,	LEICESTER,
GREENOCK,	LIVERPOOL,	KETTERING,
GLASGOW,	BUXTON,	BEDFORD,
DUMFRIES,	MATLOCK,	ST. ALBANS,
BELFAST,	DERBY,	

THE PEAK DISTRICT,
THE LAKE DISTRICT,
NORTH IRELAND,
AND THE
SCOTTISH HIGHLANDS.



ROUTE MAP.—I. LONDON TO ST. ALBANS, LUTON, BEDFORD, AND KETTERING.

communication with the Midland Counties, Lancashire, Yorkshire, Scotland, and Ireland; while by means of two branches it is connected with the towns of Hitchin and Northampton. Although some fifty miles distant from London, Bedford participates in the best railway services of England, seeing that expresses from and to St. Pancras complete their journeys within sixty-five minutes.

The "*Midland*" suburban services deserve especial commendation for their admirable organisation, commodious carriages, and general accessibility from all parts of London. By the issue of third-class periodical tickets, passengers are likewise provided with the maximum of comfortable travelling accommodation at the minimum of cost. Beyond the numbers of season-ticket holders who daily proceed to and from St. Pancras, large contingents are drawn from the City at MOORGATE STREET, ALDERSGATE STREET, FARRINGDON STREET, and other "*Metropolitan*" stations; while a third source of traffic is the West End terminus at VICTORIA, where passengers from the "*London, Chatham and Dover*" and the "*London, Brighton and South Coast*" systems can join the "*Midland*" trains that travel thence *via* Kentish Town. Having successively paused at GROSVENOR ROAD, BATTERSEA PARK ROAD, WANDSWORTH ROAD, and CLAPHAM, these trains either at BRIXTON or LOUGHBOROUGH JUNCTION receive travellers from the CRYSTAL PALACE (*High Level Station*), which serves both Norwood and Sydenham. By the same route passengers approach from UPPER SYDENHAM, LORDSHIP LANE from Dulwich and Forest Hill, HONOR OAK, GREENWICH, BLACKHEATH HILL, LEWISHAM ROAD, BROCKLEY LANE, NUNHEAD, and PECKHAM RYE to DENMARK HILL. Then through CAMBERWELL NEW ROAD, WALWORTH ROAD, ELEPHANT AND CASTLE, and BOROUGH ROAD they reach LUDGATE HILL, a central and convenient station in immediate contiguity to the chief omnibus services from all parts of the City and the West End. Hence by way of SNOW HILL the "*Midland*" services run on to the "*Metropolitan*" metals at FARRINGDON STREET, and then stop at KING'S CROSS (*Metropolitan Station*) ere they bear away to the right and pass by a tunnel beneath the huge terminus of St. Pancras towards CAMDEN ROAD. They next arrive at KENTISH TOWN, on the main line to the North, which is also approached from the east by the up branch trains from SOUTH TOTTENHAM, HORNSEY ROAD, and UPPER HOLLOWAY. Passengers who here alight can join the "*Midland*" expresses for Leicester, Nottingham, Derby, Matlock, Buxton and the Peak District, Lancashire, Yorkshire, the North of England, the Lake District, the Isle of Man, Scotland, and Ireland. Numerous omnibus services from the West End also convey passengers to the *Kentish Town Station*.

AMONGST the stately public buildings of London that combine the highest examples of architectural genius with equally emphasised evidences of engineering skill, the highest rank may be accorded to the St. Pancras Grand Hotel and Terminus of the "*Midland Railway*." The palatial design of the hotel emanated from that master of Gothic architecture the late Sir Gilbert G. Scott, while the huge but highly ornamental railway station was erected under the superintendence of the Company's consulting engineer, Mr. W. H. Barlow. Rising from the grand private terrace that for some six hundred feet abuts and overlooks the busy thoroughfare of Euston Road, the St. Pancras Hotel is alike remarkable for its commanding site and imposing elevation, which comprises the best features of the Decorated-Gothic period. The actual altitude of the ground is considerably above the level of St. Paul's Cathedral, hence the lofty clock-tower and the higher stories of the gigantic building afford far-reaching prospects over the wide area of the great Metropolis. Amongst the more noteworthy features of the handsomely-decorated, elaborately-furnished, and noiseless interior—which by specially-designed screens is shielded from the bustle of the adjoining station—are the grand staircase and the main corridors five hundred feet in length, commodious public and private coffee-rooms, luxurious drawing- and reading-rooms, the music-room, billiard and smoking-rooms, prettily-arranged sitting-rooms and bedrooms *en suite*, and some three hundred bedrooms. All of these comfortable and home-like apartments are rendered equally accessible by means of the hydraulic lift. The hotel is illuminated by electricity, and owns telephonic communication throughout London. Nearly twenty years have elapsed since Mr. George Augustus Sala recorded his impressions that the "*Midland Grand Hotel*" was "destined to be one of the most prosperous in the Empire," a singularly sanguine forecast, which, however, has received ample verification, chiefly owing to the experienced administration of Mr. William Towle, the manager of the "*Midland*" hotels and refreshment-rooms. Seeing that the hotel is designed to afford the best features of the English, the American, and the Continental systems, it has naturally attracted an immense *clientèle*; and now that the management has not only greatly reduced the tariff, but likewise abolished the charge for attendance, it claims "to be the most sumptuous, the most comfortable, and the most economical hotel in the world."

Entering *St. Pancras Station* either from its various independent approaches or from the private way that is provided for guests staying at the "*Midland Grand Hotel*," we shall doubtless feel impressed with the immense span of its graceful iron roof. This unique structure—690 feet in length—which stretches over a



ST. PANCRAS STATION AND THE MIDLAND GRAND HOTEL.

[(From a photograph by the London Stereoscopic Company.)]

distance of 243 feet, and rises to a height of 100 feet above the level of the railway, is composed of massive iron girders that cover an area of some four and a half acres. The whole of the station and its adjoining hotel, also the vast area of the "Midland" goods departments at Somers Town and Camden Road, are illuminated by a costly and singularly complete installation of the electric light, which is under the direction of Mr. W. E. Langdon, the Company's Telegraph Superintendent. It is one of the most extensive and successful systems to be found within the limits of the United Kingdom. Beneath the passenger station, and level with the Euston Road, are far-reaching tunnels and vaults, designed for the storage of Burton beer and other commodities carried in connection with the goods traffic; while at a still lower level lie the metals that connect the "Midland" system at Camden Road with that of the "Metropolitan" at King's Cross. On the west side of the station, and adjoining the booking offices and waiting-rooms, is the chief departure platform, which is provided with a letter-box, a telegraph office, and refreshment-rooms. Here, too, is the large and well-stocked bookstall conducted by the old-established firm of Messrs. W. H. Smith and Son, where may be purchased that wonderful compilation the "*Midland Railway Time Tables*," also the various volumes belonging to the "*Official Series of Illustrated Railway Guides*" which are published by Cassell and Company, Limited. The London dailies likewise on sale include the *Daily Chronicle*, the *Daily Graphic*, the *Daily News*, the *Daily Telegraph*, the *Financier*, the *Financial News*, the *Financial Times*, the *Morning*, the *Morning Advertiser*, the *Morning Leader*, the *Morning Post*, the *Sporting Life*, the *Sportsman*, the *Standard*, and the *Times*. Amongst the evening newspapers are the *Echo*, the *Evening News and Post*, the *Evening Standard*, the *Globe*, the *Pall Mall Gazette*, the *St. James's Gazette*, the *Star*, the *Sun*, and the *Westminster Gazette*. Amongst issues of the provincial daily press to be obtained at St. Pancras are the *Bradford Observer*, the *Glasgow Herald*, the *Leeds Mercury*, the *Leicester Post*, the *Liverpool Courier*, the *Liverpool Mercury*, the *Liverpool Post*, the *Manchester Courier*, the *Manchester Examiner*, the *Manchester Guardian*, the *Nottingham Express*, the *Nottingham Guardian*, the *Scotsman*, the *Scottish Leader*, the *Sheffield Independent*, the *Sheffield Telegraph*, and the *Yorkshire Post*. Within a few steps of the bookstall, and immediately adjoining the hotel, is the principal refreshment-room, which is provided with ample accommodation for luncheons or dinners.

Presuming that we are about to travel either to the branch terminus at South Tottenham, or over the main line to Bedford—

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which is usually considered the eastern boundary of the residential services—we join one of the many trains that depart from the platforms of ST. PANCRAS STATION, and are soon speeding on our way amidst the countless iron roads that provide tracks for the transit of “*Midland*” passengers, minerals, or goods. About a mile from St. Pancras the line from MOORGATE STREET joins the main route from the right shortly before our train passes through CAMDEN ROAD, and proceeds towards

KENTISH TOWN

(For South Tottenham, King's Cross (Metropolitan Railway), Farringdon Street, Aldersgate Street, and Moorgate Street; also for Snow Hill (Holborn Viaduct Station), Ludgate Hill, Elephant and Castle, Loughborough Junction, Crystal Palace, Brixton, Clapham, and Victoria),

Fares from St. Pancras—1st, -3; 3rd, -1½. Return—1st, -6; 3rd, -3.

Annual Season Tickets from St. Pancras—1st, £4 5s.; 3rd, £2 10s.

Moorgate Street—1st, £7 10s.; 3rd, £5.

1½ miles from St. Pancras Station and 3½ from Moorgate Street. Kentish Town is known not only as a populous middle-class residential centre, but as the headquarters of the pianoforte manufacture, and one of the most important transfer stations to be found on the “*Midland Railway*.” At this point passengers from Moorgate Street, Victoria, and other stations in the City and West End exchange carriages for the expresses to the Midland Counties and the North, also for the “*Great Eastern*” trains to Cambridge and the Eastern Counties; while those travelling southwards can here join the various “*Midland*” services that respectively run to South Tottenham, Moorgate Street, and Victoria. Beyond its extensive connections with the railway system of the Metropolis, Kentish Town is somewhat remarkable for the number of omnibus and tramway services that converge thither from such well-known points as the Archway Tavern (Highgate), Holborn, Tottenham Court Road, Oxford Street, the Strand, Charing Cross, Whitehall, Westminster, and Piccadilly. Owing to its position as the key both to the suburbs and the main line, this station forms the headquarters of a locomotive district, and is provided with ample accommodation for dealing with a large mineral, cattle, and general goods traffic. Both the down and the up platforms are supplied with a bookstall, and telegrams are despatched for the public.

Before proceeding on our journey towards Bedford we will briefly notice the residential districts that are served by those trains which diverge towards the left shortly after leaving Kentish Town, and then, crossing the main line at a higher level, proceed over the “*Tottenham and Hampstead Junction*”

Railway." Their first pause is made at HIGHGATE ROAD, a pleasant neighbourhood within easy reach of Parliament Fields, the well-known Highgate Ponds, and the southern boundaries of Highgate, a picturesque and aristocratic suburb occupying an elevated site to the north of London. At JUNCTION ROAD passengers alight for *Tufnell Park*. UPPER HOLLOWAY also serves *St. John's Park*, and HORNSEY ROAD is the nearest point for the villas of *Hornsey Rise*. Both CROUCH HILL and HARRINGAY PARK, GREEN LANES, are closely connected with the ancient parish of Hornsey, once famous for a palace owned by the Bishops of London, but now chiefly popular for the verdant lawns and woodlands of Finsbury Park. Within another mile are ST ANN'S ROAD and

SOUTH TOTTENHAM

(For Stratford and other stations on the "Great Eastern Railway"),

Fares from St. Pancras—1st, -7; 3rd, -4. Return—1st, -11; 3rd, -7.
 Annual Season Tickets from St. Pancras—1st, £7 10s.; 3rd, £4 15s.
 " " " Moorgate Street—1st, £9 5s.; 3rd, £6 6s.



SEAL OF THE TOTTEN-
HAM LOCAL BOARD.

6 miles from St. Pancras and $7\frac{1}{4}$ from Moorgate Street. During the decade that terminated at the census of 1891 the parish of Tottenham appears to have doubled its population, and is now returned as containing nearly one hundred thousand inhabitants. So phenomenal an increase is undoubtedly due to its admirable residential accommodation, superior schools, and exceptionally convenient railway facilities. Centuries ago one of the clearings of Tottenham Forest was covered by the little village that clustered around the original Tottenham High Cross, erected to mark the spot where rested the remains of Queen Eleanor, the lamented consort of Edward I. In the same countryside long stood the baronial stronghold of Robert the Bruce, a fact commemorated by the title of a seventeenth-century mansion known as Bruce Castle, which was occupied for some years by Rowland Hill. The future knight here conducted a boarding school, and subsequently, in 1837, acquired widespread notoriety by the publication of his admirable pamphlet on "*Post Office Reforms*." Despite a strenuous opposition, his enlightened scheme for the institution of a national penny postage and the use of an adhesive stamp was adopted in 1840. It is also interesting to note that the same public benefactor, as chairman of the "*London, Brighton and South Coast Railway*," became as early as 1845 one of the warmest advocates for the introduction of cheap excursion tickets. The fine old residence that for a time furnished a home for this famous

nineteenth-century reformer has recently been purchased by the Local Board and, with its surrounding grounds, is now available as a place of recreation for the inhabitants of Tottenham. In connection with scholastic traditions, we may remark that at Grove House, Tottenham, a school long connected with the Society of Friends, was educated the late Right Hon. William Edward Forster, who in 1870 succeeded in placing his famous Education Bill upon the National Statute Book, and in 1872 was similarly successful with the Ballot Act. The same seat of learning also produced Mr. Alfred Waterhouse, R.A., one of the most distinguished architects of the present century; and Dr. Edward Burnett Tylor, keeper of the Oxford University Museum, is also said to have spent his school-days at Tottenham. John Williams, the missionary to the South Sea Islands, was a native of this Middlesex village. The parish church of All Hallows is chiefly noteworthy for its ancient embattled tower and a handsome Perpendicular porch. It is supplemented by numerous district churches and other places of worship. In the High Road is the General Post Office. South Tottenham station is conveniently situated for residents at Stamford Hill, and is likewise a point where passengers can join the "Great Eastern" services from Alexandra Park to Stratford, the Victoria and Albert Docks, and Woolwich. (Population—97,166.)

Press—*Tottenham Herald*, 1861; *Tottenham Times*, 1885.



THE HIGH CROSS, TOTTENHAM.

(From a photograph by Cobb & Co., Tottenham.)

Returning to Kentish Town, we resume our journey towards Hendon, and shortly after passing HAVERSTOCK HILL—a station within ten minutes' walk of Hampstead Heath—we enter the Belsize Tunnel, which for about a mile pierces the deposit of the London clay. Through FINCHLEY ROAD, conveniently situated for *St. John's Wood* and the southern outskirts of the Heath, we soon come to WEST END. Here on our right extend the charming

THE OFFICIAL GUIDE TO THE MIDLAND RAILWAY.

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SOUTH TOTTENHAM

(For *Stratford* and other stations on the "*Great Eastern Railway*"),

Fares from *St. Pancras*—1st, 7s.; 3rd, 4s. Return—1st, 11s.; 3rd, 7s.
Annual Season Tickets from *St. Pancras*—1st, 27 10s.; 3rd, 24 15s.
Moorgate Street—1st, 20 5s.; 3rd, 20 5s.



SEAL OF THE TOTTENHAM LOCAL BOARD.

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(From a photograph by Cobb & Co., Tottenham.)

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villas of *Hampstead*, while to the left lies *Kilburn*, one of the favourite residential districts of the north-west suburbs. Little more than a mile farther we run by *CHILD'S HILL AND CRICKLEWOOD*, and then skirt *Brent Sidings*, the seat of a locomotive station and an important centre for dealing with an immense mineral and goods traffic. At this point a branch on our left affords a road through *DUDDING HILL*, for *Willesden* and *Neasden*, to *STONE BRIDGE PARK*, for *West Willesden* and *Harlesden*. Our course now extends almost parallel with the *Edgware Road*, and leads us across the *Brent Reservoir*, a fine expanse of water—covering about 150 acres on our left—that at different seasons affords a favourite resort for oarsmen, anglers, or skaters. On its banks stands the well-known *Welsh Harp Tavern*, conferring its name on the *WELSH HARP* station, which is within a quarter of a mile of

HENDON,

Fares from St. Pancras—1st, 1/-; 3rd, -7. Return—1st, 1/8; 3rd, 1/-.
Annual Season Tickets from St. Pancras—1st, £8 12s. 6d.; 3rd, £6 2s. 6d.
" " " " Moorgate Street—1st, £11 12s. 6d.; 3rd, £8 2s. 6d.

7 miles from St. Pancras, $8\frac{1}{2}$ from Moorgate Street, and $15\frac{1}{2}$ from Victoria. Since the completion of the "*Midland*" main line between Bedford and London, the salubrious village of Hendon has, without losing its pleasant rural character, become the nucleus of a popular residential district, which is governed by a Local Board. It is provided with singularly advantageous railway facilities, and affords a terminal point for many of the shorter suburban services that emanate from Victoria, Moorgate Street, or St. Pancras. The parish church, a commodious Perpendicular building, dedicated to St. Mary, is chiefly noteworthy for its Norman font and several interesting memorials, including two fine sculptures respectively from the chisels of Rysbrach and Flaxman. Here, too, is Christ Church, a modern chapel-of-ease; also places of worship for the Baptists, the Congregationalists, the Roman Catholics, and the Wesleyans. In Brent Street is the General Post Office.

Press—*Hendon Times*, 1875; *Middlesex Courier*, 1887.

Entering upon the outer suburban district, and travelling by the services that run through St. Albans, Harpenden, and Luton to Bedford, we now run towards *MILL HILL*, some two and a half miles from Hendon. In a charming situation upon high land to our right stands Mill Hill School, a famous foundation established in 1807 with a view to provide the highest-class public school education for "the sons of Protestant Evangelical Dissenters." In 1869, with the sanction of the Court of Chancery, its basis was considerably widened, and Mill Hill may now be better described

as a religious but a distinctly undenominational centre of classical and modern education. The substantial Hanoverian mansion which provides a home for the school overlooks some thirty acres of well-timbered meadows, which afford most delightful grounds for cricket, football, and kindred athletic sports. A well-fitted gymnasium, five courts, and a capacious swimming-bath, also contribute to the boys' physical development; while their technical education—a subject of considerable importance—is furthered by the provision of a laboratory, a chemical lecture room, and a workshop. Early in the present century many men of mark received their training at Mill Hill, and amongst these we may name Dr. Wm. Jacobson, Bishop of Chester; Sir Thomas Noon Talfourd, Judge of Common Pleas; Professor Challis, the Senior Wrangler of 1825; and the late Rev. Thomas Rawson Birks, the Second Wrangler of 1834, who from 1872 became well known as Knightsbridge Professor of Moral Philosophy in the University of Cambridge, and likewise wrote several valuable works on theology and philosophy. During more recent years the foundation has furnished its quota of successful scholars in the departments of divinity, law, and medicine, the latter being especially distinguished by such eminent names as those of Sir William Roberts, M.D., formerly Professor of Medicine, Victoria University; Dr. Pye-Smith, Senior Physician to Guy's Hospital; Dr. R. Thorne Thorne, Principal Medical Officer to Her Majesty's Local Board; Dr. A. Crum Brown, Professor of Chemistry in the University of Edinburgh; and Dr. G. G. Rogers, Consulting Physician to the West London Hospital. Dr. James A. H. Murray, editor of the "*New English Dictionary*," was a member of the tutorial staff at Mill Hill. The Old Milhillian Club now numbers some four hundred members, and its annual dinner is an event of much interest. The headmaster is Mr. John David McClure, M.A., LL.M., of Trinity College, Cambridge.

The little hamlet of Mill Hill contains the parish church of St. Paul, founded by William Wilberforce, the great slavery abolitionist, who resided in the neighbourhood; also chapels for the Congregationalists and the Wesleyans. Here, too, are St. Mary's Abbey, a convent of Franciscan nuns, and St. Vincent's convent of the Sisters of Charity. Highwood House was the residence of Sir Thomas Stamford Raffles (d. 1826), the distinguished naturalist and an able administrator of British possessions in the East Indies. As we travel northwards we shall doubtless observe on our right an imposing building known as St. Joseph's Catholic College of the Sacred Heart, designed for the preparation of students who are pledged to devote their lives to foreign missionary service amongst the heathen. Its foundation was chiefly due to the exertions of Dr. Herbert Vaughan, a popular prelate who has

recently been translated from the Bishopric of Salford to the Roman Catholic Archiepiscopal see of Westminster.

Within a few minutes' ride of Mill Hill we approach the confines of Middlesex, and during our passage through the Elstree Tunnel, 3,180 feet in length, cross the boundary that marks our entrance into Hertfordshire—a county chiefly devoted to the agricultural interest. Our next pause may occur at ELSTREE AND BOREHAM WOOD, within a short walk of the Regent Canal Company's reservoir, a pleasant sheet of water for boating and fishing. RADLETT is some two miles distant from Aldenham, a village of much interest for its ancient parish church, dedicated to St. John the Baptist and containing numerous memorial brasses. Aldenham Grammar School—now administered by the Brewers' Company—is a well-endowed private foundation, dating from the end of the sixteenth century, and providing a superior educational course. It offers no fewer than twenty scholarships and three valuable University exhibitions, which are awarded annually to pupils of sufficient merit. Our journey now leads us along an embankment, to the left of which, surrounded by meadow-land, are the few fragmentary ruins of Sopwell Nunnery, a house of Benedictine nuns, founded in 1140 by Abbot Geoffrey de Gorham. Amongst its inmates was Dame Juliana Berners, who wrote the quaint "*Boke of St. Albans*." Crowning the rising ground ahead we now see the cathedral of

ST. ALBANS,

Fares from St. Pancras—1st, 2/8; 3rd, 1/7½. Return—1st, 5/4; 3rd, 3/8.
Annual Season Tickets from St. Pancras—1st, £18; 3rd, £12 17s. 6d.
" " " " Moorgate Street—£20 12s. 6d.; 3rd, £14 15s.



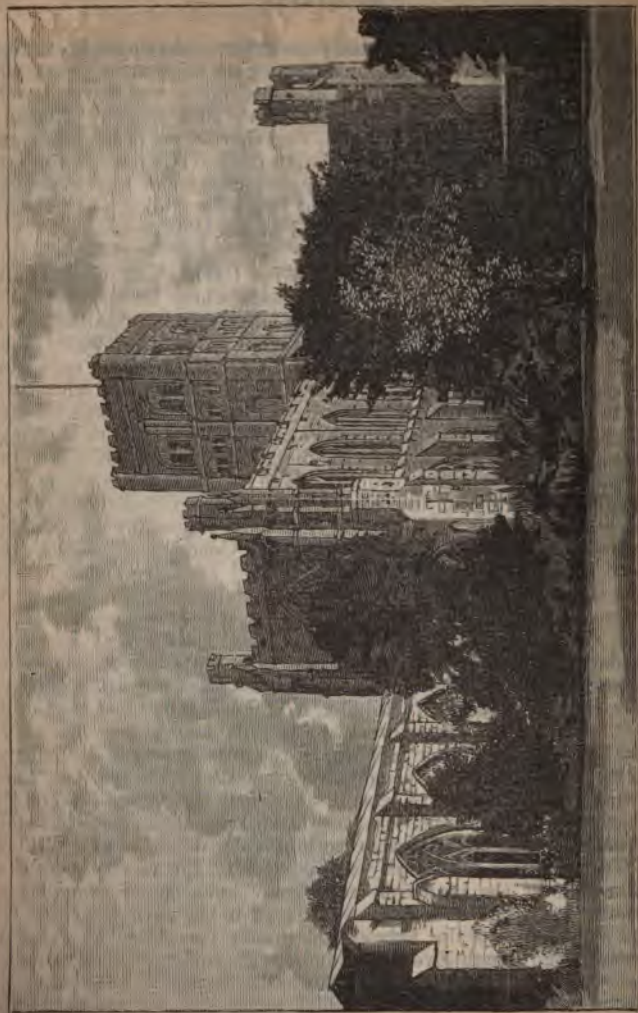
ARMS OF
ST. ALBANS.

20 miles from St. Pancras, 21½ from Moorgate Street, and 28½ from Victoria. The city and countryside of St. Albans, memorable for the death of the first British martyrs, and also for the fields on which were fought two of those great battles that marked the Wars of the Roses, have much interest for the intelligent student of English history. During the earlier years of the Christian era the British town of Verulam, occupying a site on the banks of the Ver, not far from the

present city, was the capital of Cassivellaunus, a prince who ultimately succumbed to the Roman power. Here the conquerors established themselves, and Verulamium became their earliest settlement in Britain. For a time all went well, but in A.D. 61 its inhabitants were surprised and massacred by Boadicea, the intrepid Queen of the Iceni, whose forces were as suddenly dispersed by those of Paulinus. The close of the third century witnessed the

outbreak of the tenth Diocletian persecution. Amongst the hunted Christian fugitives was Amphibalus, a poor missionary priest who had fled from South Wales, and at Verulamium was driven to seek shelter at the hands of Alban, a young and wealthy Romano-British soldier. Alban listened to the exhortations of his guest, and soon became a convert to the Christian faith. His first feelings of generous pity now assumed the deeper character of self-sacrificing friendship, so, sending Amphibalus to a safer hiding-place amidst the surrounding forests, he prepared to meet his pursuers. When brought before the Roman prætor the young warrior was not afraid to make good his confession for Christ, and undauntedly met his death on the hill of Holmhurst, where he was beheaded on the 22nd of June, 305. Within a short time Amphibalus was also captured, and, like his friend, endured the pains of martyrdom.

For some years a small wooden church covered the spot near Verulamium where these early Christian witnesses met with their death, but this was probably destroyed when in the sixth century the pagan Saxons, who changed the name of the town to Watlingceaster, first became masters of the country. In 793 Offa, the second king of Mercia, in order to atone for his treacherous murder of Ethelbert, king of the East Angles, here founded an abbey, which ultimately became one of the most important Benedictine houses in England. Shortly after the Conquest Fritheric, the thirteenth abbot, was succeeded by Paul of Caen, who, having gathered materials from the ruins of Verulamium, in 1077 commenced the erection of the present great church, which was completed in 1088, and thus became the earliest Norman cathedral of England, antedating Winchester by some five years. It is also somewhat remarkable that it stands on higher ground than any other English cathedral, the summit of Holmhurst Hill being 320 feet above sea-level. Abbot Paul's handiwork is still to be seen in the substantial central tower, 144 feet in height, and the lofty transepts. His nave, 292 feet in length, is the longest that remains of the period. Each of the great architectural eras has enriched the sacred fane of St. Alban, and such additions—or, more often, reconstructions—have left us the graceful Early English work of John de Sella and William de Trumpington, so skilfully reproduced in the recent successful restoration of the beautiful west front: such choice examples of Decorated English as may yet be traced in the nave, the choir, the saint's chapel, and the lady chapel, mostly completed by John de Hertford and Hugh Eversden; and the magnificent Perpendicular altar-screen of William de Wallingford. It may be interesting to note that the abbey church—which since 1877 has ranked as the cathedral of the diocese of St. Albans—has a total length of 548 feet, and a width of 180 feet at the transepts.



ST. ALBANS CATHEDRAL.

Amongst the many details of interest scattered throughout the interior of the ancient abbey church, one of the chief is the restored shrine of the martyr Alban, a graceful Decorated structure which stands in the saint's chapel, and is overlooked by an ancient oak watching-gallery; while the mutilated remains of the shrine that was dedicated to Amphibalus will be found in the retro-choir. Not far distant is the chantry by which Abbot Wheathamstede honoured the memory of Humphrey, the great Duke of Gloucester, whose death took place in 1446. Abbots Wheathamstede and Ramryge are also commemorated by their respective chantries, and Abbot de la Mare by a richly-chased Flemish brass. Here, too, rest the remains of Henry Percy, Earl of Northumberland; Edmund Beaufort, Duke of Somerset; Lord Clifford; and other noble warriors who were slain when the first battle of St. Albans, fought at Key Field on the 23rd of May, 1455, ended in the defeat of the Lancastrians. Less than six years elapsed ere the fortunes of war were reversed. The 14th of February, 1461, witnessed on Barnard's Heath the second battle of St. Albans, which resulted in disaster to the Yorkists, and for a time restored the shattered fortunes of Henry VI. With the Reformation came the downfall of the great Benedictine monastery, whose wealthy mitred abbots had for nearly four centuries held the premier position amongst the spiritual lords of the kingdom. Its church was purchased by the townsfolk of the borough, and thus escaped demolition, but the monastic buildings have long since been destroyed. During later years the vast fabric has been subjected to costly restorations, mainly through the personal munificence and exertions of Lord Grimthorpe, whose admirable handbook, entitled "*St. Albans Cathedral and its Restoration*," is a work that abounds in reliable and interesting information. The present Bishop of St. Albans is the Right Rev. John Wogan Festing, D.D.

Within a few steps of the cathedral stands the still perfect Perpendicular gatehouse that led to the chief court of the monastery, erected in 1380 by Abbot de la Mare. It is now occupied by the Royal Grammar School of St. Albans, founded in 1553 by Edward VI., and for a considerable period held within the lady chapel. Close at hand is the modern School House, affording ample accommodation for boarders, who can thus avail themselves of the superior classical and other educational advantages that are associated with the foundation. The Rev. Frank Wilcox, M.A., of St. John's College, Cambridge, is the headmaster.

Although the Dissolution of Monasteries caused great reverses in the fortunes of St. Albans, the old town yet retains many vestiges of its mediæval prosperity. At the Market Cross—now but a name that commemorates the beautiful Gothic structure which once marked the spot where in 1290 rested the remains of Queen Eleanor

—stands the Clock House, a quaint fifteenth-century building, still containing the curfew-bell of 1335. At the time of the Reformation St. Albans owned eight parish churches; but of these, only three now remain, and, somewhat singularly, they all date from the end of the tenth century, and owe their foundation to the same ecclesiastic, the Saxon Abbot Ulsic. On the western side of the city will be found St. Michael's, originally built from the ruined materials of Verulamium. Here amongst various brasses and other memorials is the monument that was erected in memory of Sir Francis Bacon, the first Viscount St. Albans, and, until his impeachment in 1621, the talented but unscrupulous Lord Chancellor of King James I. His death took place on the 9th of April, 1626. Rather more to the south lies St. Stephen's, comprising Norman, Early English, and Perpendicular work, and containing an octagonal font of the Tudor period, also a curious brass lectern that once belonged to the church of Holyrood Abbey. St. Peter's Church, standing on the road to Luton and Bedford, comprises portions of the Gothic styles that prevailed from the thirteenth to the fifteenth centuries.

The chief public buildings of the city are the Court House, in St. Peter's Street, containing a portrait of the first Duke of St. Albans; the Corn Exchange, in the Market Place; and the St. Albans Public Library and Reading Room, in Victoria Street. In addition to the ancient churches already mentioned, another of modern date, Christ Church, is connected with the Church of England, while other places of worship belong to the Baptists, Brethren, Congregationalists, Roman Catholics, Salvationists, and the Wesleyans. In the London Road is the General Post Office. Within a short drive of St. Albans is Gorbambury, the stately seat of the Earl of Verulam, which is remarkable for its series of historical portraits. The distinguished surgeon Sir Thomas Spencer Wells, Bart., M.D., is a native of St. Albans. Although the surrounding district is entirely of an agricultural character, the town, owing to its connection with the straw-plait, silk, boot, and brush manufactures, has an increasing industrial population. Here, too, are some large breweries, and the neighbourhood has long been celebrated for the extensive orchid-houses and grounds of Messrs. Sanders and Company. Information respecting houses and estates in the neighbourhood can be obtained of Messrs. Harding and Low, of St. Peter's Street. A corn market is held on Saturday, and Thursday is an early-closing day. The railway station is supplied with a telegraph office and a bookstall. Excellent express services place "*Midland*" passengers within thirty-five minutes of St. Pancras. The "*Pea-hen*" and the "*Queen's*" are the leading hotels. (*Population*—12,895.) Press—*Herts Advertiser*, 1855; *Hertfordshire Standard*, 1877.

(For additional illustrations of St. Albans, see Supplementary Pictorial Pages.)

After leaving St. Albans our course leads us through cuttings and by wide tracts of arable land to

HARPENDEN

(*For Hemel Hempsted*),

Fares from St. Pancras—1st, 3/4; 3rd, 2/0. Return—1st, 6/8; 3rd, 4/1.
Annual Season Tickets from St. Pancras—1st, £19 17s. 6d.; 3rd, £13 10s.
Moorgate Street—1st, £22 10s.; 3rd, £15 7s. 6d.

24½ miles from St. Pancras, 26½ from Moorgate Street, and 33½ from Victoria. Harpenden is especially noteworthy for its charming rural situation on the north-western borders of Hertfordshire, and near to picturesque common-lands which are a favourite resort for picnic parties. Owing to its excellent railway communication with St. Pancras, it has during recent years become a favourite site for the erection of residential villas. St. Nicholas' Church, a commodious but modern edifice attached to a fifteenth-century tower, contains some brasses and other interesting memorials. About a mile from the station is Rothamsted, the ancestral seat of Sir John Bennet Lawes, Bart., LL.D., D.C.L., F.R.S., who ranks as one of the most eminent modern authorities on agricultural questions. Near to the residence are the Lawes Testimonial Laboratory and the Experimental Farm, both of which attract large numbers of British, American, French, and German farmers. The laboratory is under the direction of Sir Joseph H. Gilbert, M.A., F.R.S., a distinguished scientist; while the farm is controlled by Mr. John J. Willis. Upon Harpenden common is a massive granite memorial that commemorates the Rothamsted jubilee of scientific agriculture. It was unveiled upon the 29th of July, 1893, in the presence of a distinguished representative assemblage of agriculturists. In another direction, but within a few minutes of the railway, is St. George's School. In London Road is the General Post Office. Harpenden races are held annually, on the Friday during the week that precedes the Derby. The station owns a bookstall, and not far distant is the Railway Hotel. Presuming that we exchange carriages at Harpenden, we can travel by a short branch line through REDBOURN to

HEMEL HEMPSTED

(*For Boxmoor*),

Fares from St. Pancras—1st, 4/-; 3rd, 2/3. Return—1st, 7/-; 3rd, 4/1.
Annual Season Tickets from St. Pancras—1st, £23 5s. 6d.; 3rd, £15 17/- 6d.
Moorgate Street—1st, £25 15s.; 3rd, £17 15s.

32½ miles from St. Pancras, 34½ from Moorgate Street, and 41½ from Victoria. The market town of Hemel Hempsted was incorporated during the reign of the eighth Henry. In its High Street is an imposing block of public buildings, including a Town Hall and the Corn Exchange. Its ancient parish church, dedicated to

St. Mary, is a cruciform design, principally remarkable for its Norman work, a few Decorated windows, and some singularly fine roofs belonging to the fourteenth and fifteenth centuries. It contains a handsome brass (dated 1480), and a monument to that eminent surgeon Sir Astley Paston Cooper, who died in 1841, and is perhaps best remembered for some valuable surgical treatises. The West Herts Infirmary is a well-designed modern pile at Marlowes, on the road to Boxmoor, which is an outlying district of considerable proportions. It owns a parish church, a public hall, and some pleasant common-lands. Amongst the natives of the neighbourhood was Bishop Nicholas Stratford, who filled the episcopate of Chester from 1689 to 1707. John Timbs, who from 1842 to 1858 was the working editor of the *Illustrated London News*, and who also became known as an author of boundless information, received his education at Hemel Hempstead. Gadebridge is the seat of Sir Astley Paston Cooper, Bart. In Alexandra Road is the General Post Office. A weekly market is held on Saturday, and Wednesday is an early-closing day. The "King's Head" is the principal hotel. (Population—9,678.) Press—*Hemel Hempstead Gazette*, 1859.

About two miles northward from Harpenden we may notice on our right a "*Great Northern*" branch, which presently, on a lower level, crosses the main line of the "*Midland*," and then extends towards Dunstable. On rising ground stands The Hyde, the seat of the Hon. Francis Bowes-Lyon. Passing over the Lea, our train now enters Bedfordshire, one of the smaller agricultural counties of England, having an area of 294,983 acres, and containing a population of 160,729 inhabitants. We soon run by CHILTERN GREEN, and on our left command a delightful view over the richly-timbered park of Luton Hoo, the seat of Madame de Falbe, a magnificent domain of some 1,650 acres, watered by the Lea, which here forms two picturesque lakes. The handsome mansion formerly owned by the Napiers, and subsequently by the Earls of Bute, was nearly destroyed by fire in 1843, but on the acquisition of the estate in 1848 by the late Mr. John Shaw Leigh the residence was elaborately restored. Within a few minutes we reach

LUTON.

Fares from St. Pancras—1st, 3/6; 3rd, 2s. **Return**—1st, 7/-; 3rd, 5/-.
Annual Season Tickets from St. Pancras—1st, £22 5s.; 3rd, £13 7s. 6d.
 " " " " **Moorgate Street**—1st, £27; 3rd, £19 5s.

30½ miles from St. Pancras, 32 from Moorgate Street, 38½ from Victoria, 161½ from Manchester, 167½ from Leeds, 378½ from Edinburgh, and 396 from Glasgow. Luton, the busy metropolis of the straw-plait industry, is spread over the wide valley of the Lea, its

principal residential villas occupying charming sites on the higher lands that form the northern suburbs. Its connection with the hat and bonnet industry dates from the time when James I. of England transplanted to Luton a small colony of Lorraine straw-plaiters who, through the influence of his royal mother, the ill-fated Mary Queen of Scots, had originally settled in Scotland. Although much affected by the vagaries of fashion, the town has on the whole greatly prospered; but in the present day the plait is mostly imported from China. The headquarters of this trade is the Plait Hall, which is open for business on Mondays. One of the chief architectural ornaments of Luton is the large parish church of St. Mary's, a handsome cruciform structure, restored after designs by the late Mr. G. E. Street, and noteworthy for its substantial western tower containing a fine doorway, also for a Perpendicular chancel erected by Abbot Wheathamstede of St. Albans. Its interior is remarkable for a singularly beautiful Decorated font-canopy or baptisterium, and numerous memorial brasses, mostly of the fifteenth and sixteenth centuries. The Wenlock Chapel contains several family tombs and other features of interest. In George Street is the Town Hall; the Corn Exchange, where a weekly market is held on Monday, is in the Market Place; and the General Post Office will be found in Cheap-side. During the summer Wednesday is an early-closing day. The neighbouring estate of Stockwood is the ancestral seat of the Crawleys. John Pomfret, who died in 1703, and whose poem of "*The Choice*" was commended by Dr. Johnson, was born at Luton. At the railway station are a letter-box, a telegraph office, a bookstall, and refreshment-rooms. The chief hotels are the "George" and the "Red Lion." (*Population*—30,005.) Press—*Luton News*; *Luton Reporter*, 1874; *Luton Times*, 1855.

Shortly after leaving Luton we may see, about half a mile to the left and just over the crest of the hill, the gables of Dallow Farm, celebrated during the reign of Charles II. as one of the hiding-places of persecuted Nonconformists. By Luton Moors we come to LEAGRAVE, and some two miles beyond enter Charlton cutting, a deep excavation through the chalk of considerable interest to geologists. Chalgrave, a village visible on the hills to our left, had for its vicar the notorious Dr. Dodd, who for the crime of forging the name of his patron, Lord Chesterfield, was hanged at Tyburn in 1777. In the same direction lies Toddington, a quaint market town which may be reached from HARLINGTON station. About four miles east from FLITWICK is Wrest Park, one of the seats of Earl Cowper; while Woburn Abbey, a magnificent domain of the Duke of Bedford, is some six miles westward. Pleasantly situated amidst charming rural scenery, and on a sandy soil, is the small market

for the regular collection and maintenance of permanent way, we may note that the *Midland Railway* now extends its engines completed and those systems which are that of the "*Midland*" with no fewer than two the aggregate more than mileage be added to the "*Midland*" territory, or indirect, of this great railway.

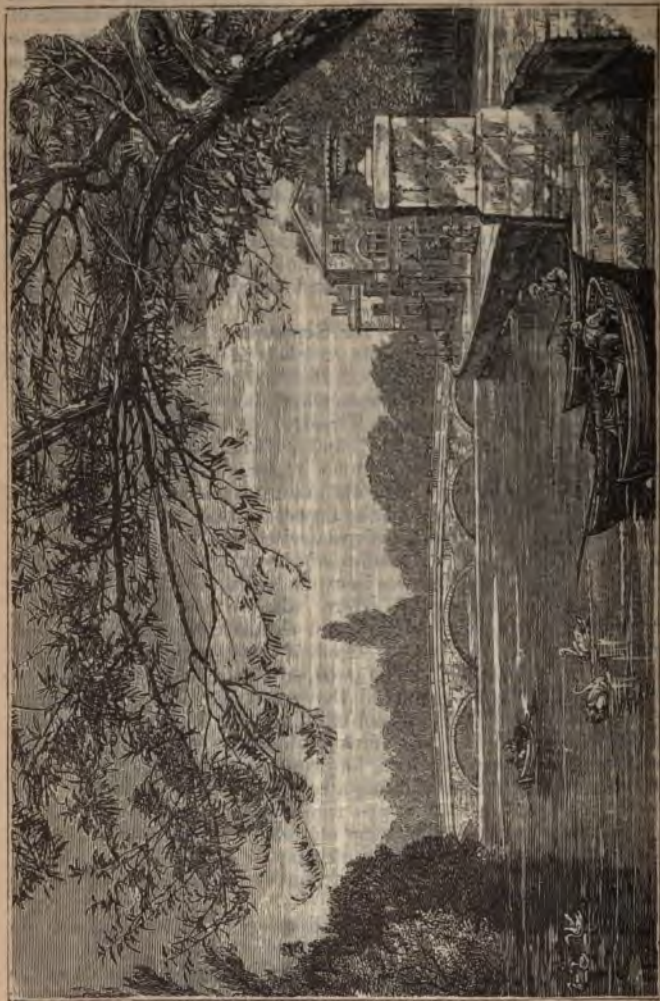
The Principles and Policy of the "*Midland Railway*."

Having and the principle simply to give readers to the territory. Speaking kept in view those of the travelling demands the transit of minerals, while it is generally passenger lines of the progress, the "*Midland*" reforms, either in the direction of comfortable and economical all of its express trains were reform that marked the elimination of second-class consequent cheapening distinguished the 1st of witnessed the introduction of dining cars into the regular running of Pullman the maintenance of an able are economically supplied their carriages or in the provision of first-class pool, Leeds, Bradford, and many inducements that within reach of their passengers. Company has steadily ministered in such a manner of British and American

marks that left their greater impress on the old borough of Bedford. From the latter troublous times came John Bunyan, the tinker of Elstow and the minister of Bedford; the man who penned the "*Pilgrim's Progress*," one of the few books in existence which has been accepted by all the Churches, and is yet read by all classes of Christians "without controversy," a fact in itself not the least of modern miracles. From the throes of upheaval that marked the Dissolution of Monasteries and the early years of the Protestant Reformation came the scholastic period when education of a higher order became the most pressing need of the English people—an era that had its results in royal foundations and private endowments—and with the time came a worthy Lord Mayor of London, Sir William Harpur, once a Bedford schoolboy, whose first care was to make a perpetual provision of sound learning for the children of his native town.

Readers of "*Blackwood*" for September, 1890, will doubtless recall with pleasure a short article, entitled "*A Unique Town*," which happily told the daily life story of Bedford and its people. They will recollect the graphic antithesis shown between the old town—marked by its "peaceful High Street of quaint, irregular houses, with its 'Lion' and 'George' and 'Swan'; the broad, slow-flowing river, with its stately stone bridge, its trim embankment, its seats under shady trees; the old market-square, the grey school-buildings and churches"—and the aspect of that newer nineteenth-century scholastic metropolis characterised by "an ever-widening fringe of modern roads and *boulevards*, broad and clean, and flanked on either side by comely houses in every design, simple and fantastic, of modern picturesqueness." Here, too, we are told, "men and women live to a green old age, and children grow up strong and vigorous in mind and body." And if we sought to know how education in Bedford became so good, so cheap, and so agreeable to all concerned, we were reminded that good Sir William Harpur in 1566 not only bestowed school-buildings on his birthplace, but supplemented these by "13 acres of meadow-land in or near the parish of St. Andrew, London," a property at the time worth some £40 per annum, but now yielding a revenue of £14,000 a year. The founder, who died in 1573, sleeps the sleep of the just beneath an engraved slab in the neighbouring church of St. Paul, but the best memorial of his beneficent life-work may be seen in the presence of the countless boys and girls who frequent the schools and throng the streets of Bedford.

Within the limited space at our disposal it will be impossible to do more than to briefly indicate the chief centres of learning that are associated with the great educational foundation known as the Harpur Trust. First in order we should name Bedford Grammar



VIEW ON THE OUSE, BEDFORD.

School, one of the sixteen schools licensed in 1552 by letters patent of King Edward VI. Fourteen years later Sir William Harpur, a member of the Merchant Taylors' Company, gave effect to this royal grant by the provision of the necessary buildings and funds. It would be interesting to trace the records of the school for more than three centuries, but our more practical course is to deal with the facts of to-day. Since 1875, when Mr. J. Surtees Phillpotts, M.A., B.C.L.—formerly assistant-master at Rugby School, and Fellow of New College, Oxford—undertook the duties of headmaster for 270 boys, the Grammar School has pursued a singular career of prosperity, until, with 45 masters, it now provides the highest grade of classical, civil, and military education for over 800 lads. Its phenomenal success was fittingly consummated on the 29th of October, 1891, when its staff took possession of the new and magnificent pile of buildings designed by Mr. E. C. Robins, F.S.A., and erected on a site that overlooks the school cricket-field, which is approached from De Parys Avenue. We cannot here attempt to furnish an adequate synopsis of its comprehensive educational course, but we may in passing remark that special attention is bestowed upon English literature, also upon chemistry, physics, and mechanics. The Bedford Modern School, its companion foundation, occupies commodious and centrally-situated buildings in Harpur Street; while, like the Grammar School, it enjoys good playing-fields and ample provision for outdoor recreation. Under the headmastership of the Rev. Robert B. Poole, D.D.—of University College, Oxford, and formerly assistant-master of Clifton College—assisted by a staff of 29 assistant-masters, this school has likewise attained a singularly high standard of proficiency, and now provides education for over 600 boys. Its administration is similarly noteworthy for a curriculum that embraces such classical, civil, or military subjects as are necessary in the conduct of a liberal education, and equal attention is devoted to chemistry and physical science. Both of these great schools afford the advantages of preparatory and junior departments, which provide such a preliminary educational course as is best designed to fit the younger boys for promotion to the higher forms. About a mile from the town, in a rural situation close to Elstow church, and surrounded by private grounds, is the Bedford County School. It provides accommodation for some 300 boys, who receive an excellent education under the superintendence of the headmaster, Mr. T. Henderson, M.A. The Bedford Kindergarten Company have established an excellent school at 14, The Crescent, where it is conducted by the headmistress, Miss Sims.

While many of the county towns of England can claim admirable foundation schools for boys, similar educational facilities for girls

are not so generally supplied. This is not the case at Bedford, for here, owing to the wise provision made by the governors of the Harpur Schools, the Bedford High School for Girls and the Bedford Modern School for Girls are also placed upon the same wealthy foundation, and equally participate in its benefits. In Bromham Road are the remarkably handsome and commodious buildings designed to accommodate the Girls' High School, which provides the highest class of education for some 500 girls, under the experienced direction of the headmistress, Miss Belcher, who was formerly vice-principal of the Ladies' College, Cheltenham. The Bedford Modern School for Girls, occupying the original buildings of the Grammar School in St. Paul's Square, is intended in every sense to afford a superior education. The responsible post of headmistress is filled by Miss Porter, formerly headmistress of the Chelsea High School, also of the Bradford Girls' Grammar School. Other highly efficient educational centres for girls are the Crescent House School, conducted by Mrs. Carroll; and Howard College, of which Mrs. F. Compton Burnett is the principal.

Very briefly may we speak of Bedford's connection with the immortal dreamer John Bunyan, who, in the autumn months of the year 1628, first saw the light in the neighbouring village of Elstow. His



JOHN BUNYAN'S COTTAGE, ELSTOW.

wonderful life-story has been told so often, and told so well, especially in that able volume on "*John Bunyan: His Life, Times, and Work*," penned by Bunyan's successor in the ministry, Dr. John Brown, that a mere summary thereof would be but a work of supererogation. Nineteenth-century pilgrims to Bedford will not fail to visit Elstow Church, with its quaint tower, hard by Elstow Green, Bunyan's cottage on the roadside, and the church in Mill Street known as the Bunyan Meeting, which stands on the site of the building where the great Puritan exercised his eventful ministry from 1672 until his death in London in 1688. The bronze doors that form its chief entrance were presented by the ninth Duke of Bedford, and were executed by the late Sir Joseph Edgar Boehm, R.A. They are covered by panelled bas-reliefs illustrative of scenes taken from "*The Pilgrim's Progress*." Another study by the same sculptor is a colossal statue of John Bunyan, standing on St. Peter's Green, which on the 10th of June, 1874, was unveiled by Lady Augusta Stanley. Amidst the countless testimonies to the worth of "*The Pilgrim's Progress from this world to that which is to come, delivered in ye Similitude of a Dream, by John Bunyan*," first licensed on the 18th of February, 1678, and described by Lord Macaulay as "the only work of its kind which possesses a strong human interest," we may cite two of especial value as emanating from a past and a present Regius Professor of Modern History in the University of Oxford. It was candid Dr. Arnold of Rugby who on the 30th of November, 1836, wrote to his friend Coleridge: "I have left off reading our divines, because, as Pascal said of the Jesuits, if I had spent my time in reading them fully, I should have read a great many indifferent books. But if I could find a great man amongst them, I would read him thankfully and earnestly. As it is, I hold John Bunyan to have been a man of incomparably greater genius than any of them, and to have given a far truer and more edifying picture of Christianity. His '*Pilgrim's Progress*' seems to be a complete reflection of Scripture, with none of the rubbish of the theologians mixed up with it." Some fifty years later we find the brilliant historian (now Professor) J. A. Froude prefacing his delightful and all too brief biography of "*Bunyan*" with the affirmation that the prince of allegorists was "a man whose writings have for two centuries affected the spiritual opinions of the English race in every part of the world more powerfully than any book or books, except the Bible."

The town of Bedford chiefly occupies the north bank of the Ouse, here a noble stream spanned by an imposing stone bridge of five arches and 306 feet in length. It was opened in 1813 in place of the ancient structure that formerly stood on the site, which was noteworthy for the Bridge Prison, a quaint stone building, "the den"

in which Bunyan is supposed to have been confined when he commenced his "*Pilgrim's Progress*." Upon the Embankment, an attractively-situated promenade overlooking the Ouse, are the few remains of Newnham Priory, also the modern mansion owned by the Town and County Club. On the opposite side of the stream, but above the bridge, are some pretty ornamental gardens, and these, with the public baths, are controlled by the Corporation. Ample facilities are afforded for boating on the wide waters of the Ouse, and the fishing of the neighbourhood is preserved by the Bedford Angling Club. Amongst the chief of the well-kept thoroughfares



THE PARISH CHURCH, ELSTOW.

of the town are the Midland Road and Harpur Street, the latter leading northward to Bromham Road, in which stands the Girls' High School, or southward by Bedford Modern School to St. Paul's Square for the Girls' Modern School. The old High Street extends from the Embankment to De Parys Avenue, a wide residential boulevard that affords communication with Bedford Park, a picturesque pleasure-ground of some sixty acres. In De Parys Avenue is the Bedford Club, standing within attractive grounds comprising tennis-courts and a bowling-green. Not far distant are the new buildings of Bedford Grammar School, also in Dame Alice Street the long range of tiny dwellings known as the Harpur Almshouses, providing homes for forty-six aged pensioners.

Perhaps St. Paul's Square may be described as the chief centre of the town, for here stand the Shire Hall; the Municipal Buildings, formerly the original Grammar School, marked by a statue of its founder; the Corn Exchange, an imposing structure that includes

a commodious assembly-room; and St. Paul's Church, once a collegiate foundation, but now a spacious edifice, principally of interest to visitors for a fine monument and two painted windows that commemorate Sir William Harpur, Kt., and Dame Alice, his wife, the joint founders of the Harpur charities. In Harpur Street, and within a few minutes of the square, are the Bedford Rooms, the joint headquarters of the Bedford Literary and Scientific Institute and General Library, and the Bedfordshire Archaeological and Natural History Society. The Institute, which is supported by annual subscriptions, owns a valuable library of some 14,000 volumes, and is provided with a public newsroom. The librarian is Mr. William Davis. Not far distant is the Working Men's Institute. The Bedford Charity Office, in charge of the secretary, Mr. Albert Harry Allen, is also in Harpur Street. The Conservative Club is in St. Peter's Street, and the Liberal Club will be found in the Midland Road. One of the finest modern buildings is the Bedford General Infirmary, situated in the Ampthill Road. Some of the most interesting architectural features of the town are its parish churches, which, in addition to St. Paul's, include St. Mary's, St. Peter's, St. John's, and the ancient Saxon foundation of St. Outhbert's, now replaced by an edifice of the present century. In addition to these mother-parishes are the ecclesiastical districts of Holy Trinity, St. Leonard's, and St. Martin's. There are also several places of worship associated with the Nonconformist churches, including those of the Baptists, Brethren, Congregationalists, Moravians, Primitive Methodists, Roman Catholics, Salvationists, and the Wesleyans.

Bedford has for a considerable period enjoyed a widespread reputation for its intimate connection with the interests of agriculture. Indeed, the fame of the extensive Britannia Ironworks of Messrs. J. and F. Howard, which are devoted to the manufacture of agricultural machinery and implements, may be said to extend throughout the civilised world. Other noteworthy centres of industry are Messrs. E. Page and Company's Victoria Iron Works, and the engineering establishment of Messrs. Grafton and Company, celebrated for their output of steam-cranes. Breweries, seed-farms and nurseries, with other cognate interests, are amongst the staples of the district. The town is supplied with numerous excellent business establishments, the larger number being situated in the High Street, where is the General Post Office. Weekly corn and cattle markets are held on Saturday, and Thursday is an early-closing day. We have already noticed the superior residential accommodation of the neighbourhood, but we may remark that information respecting houses may be obtained of Mr. W. Stafford, of 141, Midland Road, and other house and estate agents.

The surrounding district is remarkable for its picturesque rural scenery, and many charming excursions are available by the main lines and branches of the "*Midland Railway*." Few county towns of England enjoy such admirable railway facilities as Bedford. Several well-appointed expresses, comprising luxurious drawing-room cars, run to and from the Metropolis within sixty-five minutes, and equally comfortable accommodation, with the addition of sleeping-saloons and dining-cars, is provided for travellers over the main-line routes to the Midland Counties, Yorkshire, Lancashire, the North of England, the North of Ireland, and Scotland. Branch services also afford communication with Hitchin and Northampton. The leading hotels of Bedford are the "Swan," the "George," and the "Lion." (*Population*—28,023.)

Press—*Bedford and County Record*, 1872; *Bedfordshire Express*, 1855; *Bedfordshire Mercury*, 1837; *Bedfordshire Standard*, 1883; *Bedfordshire Times and Independent*, 1845.

(For additional illustrations of Bedford, see Supplementary Pictorial Page, and Panoramic Map, Section I.)

The branch services that now run between Bedford and Hitchin proceed over a track of some sixteen miles, which was formerly part of the original "*Midland*" route between Leicester and King's Cross. Three miles from Bedford is the picturesquely-timbered village of CARDINGTON, of interest from its association with John Howard, the great prison reformer and philanthropist, who here resided during the latter half of the eighteenth century. Not far distant is Cople, where once lived Samuel Butler, the author of "*Hudibras*." SOUTHILL is close to Southill Park, the seat of Mr. Samuel Whitbread, M.P., and within two miles of Old Warden, where are the ruins of the Cistercian abbey once famous for its pies and pears. After crossing the Ivel the trains pause at SHEFFORD, a neat little town near which were discovered some of the Roman antiquities to be seen in the Fitzwilliam Museum, Cambridge, and also to be remembered as the spot where, on the 19th of August, 1823, died poor Robert Bloomfield, author of "*The Farmer's Boy*" and other rural poems. HENLOW is the last station before passengers enter

HITCHIN

(For *Biggleswade*, *Royston*, *Hatfield*, and "*Great Northern*" Stations),

Fares from Bedford—1st, 2/2; 3rd, 1/4. Return—1st, 4/4; 3rd, 2/8.

16½ miles from Bedford. This prosperous market town of North Hertfordshire is the centre of a large agricultural district, but is chiefly remarkable for the cultivation of lavender and the distillation

of its essential oil for the manufacture of the finest perfume. Some sixty acres in the immediate neighbourhood are reserved for lavender fields. Hitchin owns a commodious parish church, dedicated to St. Mary, and containing several interesting brasses; a Town Hall, the seat of a Mechanics' Institute and Public Library; and the Corn Exchange, where a weekly market is held on Tuesday. Wednesday is an early-closing day. Adjoining the town is Hitchin Priory, formerly a house of the Carmelite Friars, but now the ancestral seat of Mr. Francis A. Delmé-Radcliffe, J.P. In 1813, at Charlton, a hamlet of the district, was born Sir Henry Bessemer, whose discovery of the air-blast effected an important revolution in the manufacture of steel. The Hon. Sir Henry Hawkins, Judge of the Queen's Bench, is a celebrated native of Hitchin. Passengers can exchange at Hitchin for the local services of the "*Great Northern Railway*." At the railway station are a letter-box, a telegraph office, bookstalls, and refreshment-rooms. The chief hotel is the "*Sun*." (Population—8,860.) Press—*Hertfordshire Express*, 1855; *Hertfordshire and Bedfordshire Journal*, 1873.

Returning to Bedford, and departing by the branch train to Northampton, passengers travel northward over the main line towards Oakley Junction, whence they bear away westward to Turvey, remarkable for All Saints' Church, a singularly handsome edifice, containing numerous magnificent monuments to members of the noble Mordaunt family, once of Turvey Hall. Turvey Abbey will be remembered as the seat of the late Mr. Charles Longuet Higgins, a liberal benefactor to the church and parish, who was commemorated by Dean Burgon in his "*Lives of Twelve Good Men*" as "The Conscientious Layman." Within the church rest the remains of the Rev. Leigh Richmond, M.A., a clergyman of the Evangelical school, of celebrity in his day as the author of "*The Dairyman's Daughter*," and from 1805 to 1827 the rector of Turvey.

About four miles from Turvey we cross the Ouse, and pause at OLNEY, another centre of the Evangelicals, and the birthplace of the "*Olney Hymns*," suggested by John Newton as a field for Cowper's talents and an antidote for his constitutional melancholy. Ere their joint task was completed, it comprised 348 compositions, of which 68 were penned by Cowper. This leads us to remark that to Olney in 1764 came the well-known John Newton, and there he remained as curate-in-charge until 1779, when he was presented by Mr. John Thornton to the joint rectory of St. Mary Woolnoth with St. Mary Woolchurch Haw in Lombard Street. In 1807 this old minister passed away, and his remains were interred within the Church of St. Mary Woolnoth, until the 25th of January, 1833, which witnessed their reverent transference to the churchyard of

his beloved Olney. He was succeeded in his Olney curacy by Thomas Scott, the commentator. But even more closely associated with the spot is the name of William Cowper, the gentle poet who in 1767 came with Mrs. Unwin to reside at this quiet Buckinghamshire village. Here the friendly ministrations of Newton helped to beguile his seasons of depression, and here for a time his path was singularly brightened



THE PARISH CHURCH, OLNEY.

(From a photograph by Mr. W. S. Wright, Olney.)

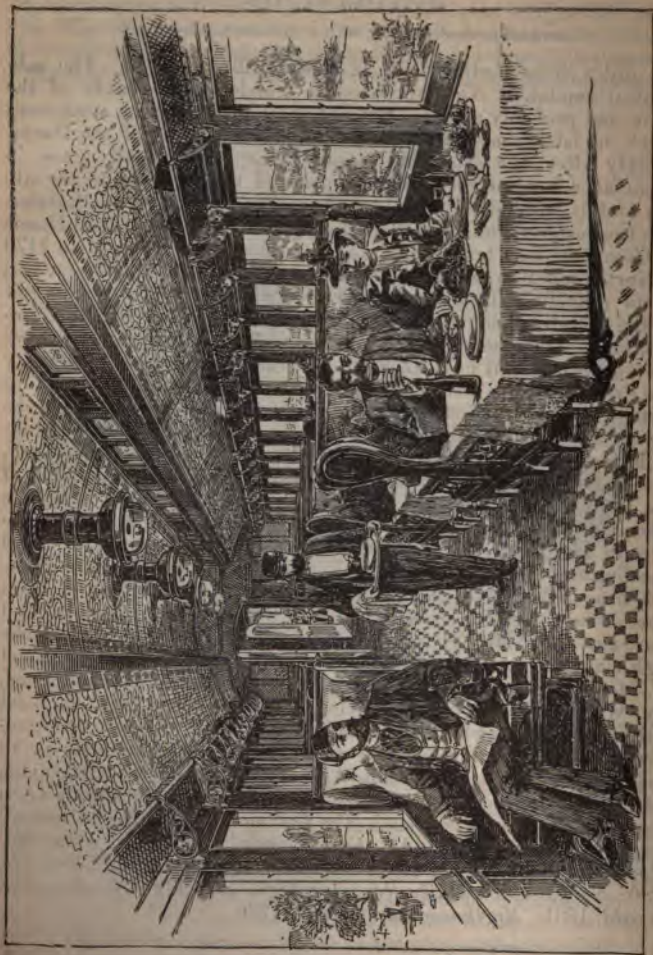
by the presence of vivacious Lady Austen, whose influence led him to undertake "*The Task*," and whose merry tale of eccentric horsemanship inspired "*The Diverting History of John Gilpin*." The later lights of Olney have included the celebrated composer Dr. Gauntlett, who at the age of nine years was the first organist of its handsome Decorated English parish church, dedicated to St. Peter and St. Paul, that here stands near the banks of the sedgy Ouse. The remaining eleven miles of the journey lead by HORTON AND PIDDINGTON, and through meadow-lands to

NORTHAMPTON,

Fares from Bedford—1st, 2/11; 3rd, 1/6. Return—1st, 2/10; 3rd, 2/6.

21½ miles from Bedford and 12 from Wellingborough. The substantial capital of Northamptonshire stands on the banks of the Nene, and probably occupies the site of an ancient Saxon settlement which in later years suffered severely at the hands of the Danes. Shortly after the Norman Conquest the town rapidly grew in importance, became an occasional place of royal residence, the site of a stately Norman stronghold and numerous mediæval monasteries, also the scene of numerous Parliaments. Indeed, the present House of Commons may be said to date from that which was held in 1179 at Northampton, when representative burgesses were first summoned to its councils. In 1460 the battle of Northampton was fought in the vicinity, and resulted in a disastrous defeat for the Lancastrians. All traces of the castle erected by Simon de St. Liz have been destroyed, but near its site is St. Peter's Church, a remarkably fine example of the Norman period. Another singularly interesting edifice is the round Church of St. Sepulchre, presumed to be one of the four existing buildings that belonged to those semi-ecclesiastical warriors the Knights Templars. All Saints' Church, once a collegiate foundation, and still the premier parish church of the town, is noteworthy for its Decorated tower. Amongst the principal public buildings are the magnificent Town Hall, the County Hall, the Opera House, the Museum, Free Library and Reading-room, and the Corn Exchange. The Free Grammar School is in Abington Square, and in Abington Street is the General Post Office. At St. James's End is a public recreation-ground known as the Abbey Park. Northampton is the chief seat of the high-class boot and shoe trade. The principal factories are owned by Messrs. Turner Brothers, Hyde and Co., Manfield and Sons, Hy. Wooding and Sons, R. Taylor, E. Pollard and Son, E. West and Co., G. T. Hawkins, E. Randall, and other eminent manufacturers. A corn market is held on Saturday, and Thursday is an early-closing day. A branch to Wellingborough affords connections with the "Midland" expresses to the North. At the station are a telegraph-office and a bookstall. The leading hotels are the "George," the "Angel," the "Grand," the "Plough," and the "Peacock." (Population—61,016.) Daily Press—*Northampton Daily Chronicle*, 1880; *Northampton Daily Reporter*, 1880. Weekly—*Northampton Herald*, 1831; *Northampton Mercury*, 1720.

(For an illustration of Northampton, see Supplementary Pictorial Pages.)



THE THIRD CLASS DINING-CAR, MIDLAND SCOTCH EXPRESS.

THE SCOTCH SERVICES.

SECTION II. — LONDON, BEDFORD, LEICESTER, NOTTINGHAM, PLYMOUTH, EXETER, BRISTOL, BOURNEMOUTH, BATH, GLOUCESTER, CHELTENHAM, WORCESTER, BIRMINGHAM, BURTON-UPON-TRENT, DERBY, SHEFFIELD, LEEDS, BRADFORD, LIVERPOOL, MANCHESTER, BOLTON, AND BLACKBURN TO CARLISLE FOR SCOTLAND, AND NORTH IRELAND.

THE SCOTCH EXPRESSES.

A.—ST. PANCRAS, LEICESTER, AND NOTTINGHAM TO SHEFFIELD.

LONDON (*St. Pancras Station*), BEDFORD, NORTHAMPTON, WELLINGBOROUGH, CAMBRIDGE, KETTERING, MARKET HARBOURGH, LEICESTER, RUGBY, NUNEATON, LOUGHBOROUGH, TRENT, AND CHESTERFIELD TO SHEFFIELD; ALSO LONDON (*St. Pancras*), KETTERING, OAKHAM, MELTON MOWBRAY, NOTTINGHAM, LINCOLN, NEWARK, SOUTHWELL, MANSFIELD, AND CHESTERFIELD, TO SHEFFIELD.

IF our readers who may wish to travel with speed, comfort, and economy from England to Scotland will refer to the map of the "*Midland Railway*," they will find that this popular system owns two distinct main lines between the South and the North. Not only do its expresses for Glasgow, Greenock, Edinburgh, Dundee, Aberdeen, Perth, and Inverness, depart daily from *St. Pancras*, but on the western side of Great Britain similarly well-equipped and correctly-timed trains set forth from Bournemouth and from Bristol, where connections converge from all parts of Somerset, Devon, and Cornwall. Other noteworthy services are those which, respectively emanating from Manchester and Liverpool, are united at Blackburn, whence they run to Hellifield. At this station the metals of the "*Lancashire and Yorkshire Railway*" effect a junction with the main

"*Midland*" road to Carlisle and the North. Seeing that the following subsections will be devoted to more detailed descriptions of the services from the West of England and Lancashire, we will here briefly summarise some noteworthy features of the chief express routes from London and the Midland Counties. Amongst the great iron highways that connect the Metropolis with the Scottish Highlands, those which extend from *St. Pancras* through Leicester or Nottingham to the North are certainly remarkable for their attractive scenery; and the excellent "*Midland*" accommodation for third-class passengers is now supplemented by a well-furnished and admirably-appointed dining-car. Beyond Carlisle a second bifurcation of the railway affords two through roads. One of these diverges westward *via* Dumfries, and traverses the "*Land of Burns*" *en route* to Glasgow; while the eastward line, by way of Melrose, penetrates the no less famous "*Land of Scott*" ere it enters Edinburgh. Last, but not least on the "*Midland*" programme, is the fact that its passengers are throughout the year conveyed in through carriages running *via* the Forth Bridge to Dundee, Aberdeen, and Perth. During the summer months similar accommodation is supplied for tourists to Inverness and several important stations in the Perthshire Highlands.

The "*Midland*" expresses that leave *St. Pancras* for Edinburgh, Glasgow, the Lowlands or the Highlands of Scotland, soon run across the north-western residential suburbs of the Metropolis, and career by the ancient city of St. Albans, ere they pass Luton with its straw-plaiting factories, and in some cases pause at Bedford, which owns branch connections with Hitchin and Northampton. Then onwards by Wellingborough, the junction for another branch that brings "*Midland*" passengers from Northampton, they hasten through Kettering, whence the alternative main route to Yorkshire and the North bears away in a north-easterly direction towards Nottingham; while from the south-east approaches the line that conveys passengers from Cambridge and St. Ives. Some twelve minutes later the trains sweep through Market Harborough, well known to hunting-men, and within another seventeen miles reach Leicester, a prosperous seat of the hosiery, boot, elastic-web, and other flourishing manufactures. This populous centre of the Midlands is one of the most important halting-points on the main line to Lancashire and Scotland, here connected by a wide ramification of iron highways with Rugby, Nuneaton, Birmingham, Ashby-de-la-Zouch, and Burton-on-Trent; also with Melton Mowbray, Stamford, Peterborough, Lynn, and other towns of the Eastern Counties. Again sweeping northward, the expresses successively clear Loughborough, a seat of the hosiery trade, and Trent, a busy junction that lies about midway between Derby and Nottingham, speed through the rich coalfields

of the Erewash Valley, and pass the familiar junction at Clay Cross, where the West of England main line from Bournemouth, Bristol, and Birmingham coalesces with that which extends from *St. Pancras*. Shortly after passing Chesterfield, distinguished by its distorted church spire, certain Scotch expresses approach Sheffield, the steel metropolis of Yorkshire; while others, diverging by the Staveley route, glide onwards for some forty miles to Normanton, well known for the excellent dinners that are here served during a pause of twenty minutes. Similar accommodation is supplied at Leeds for those who may travel from London to Scotland by the expresses that run *via* Oakham, Melton Mowbray, and Nottingham, the chief seat of the English lace manufacture. Like the Leicestershire capital, Nottingham is favoured with numerous local services, which act as tributaries to the Scotch, the Lancashire, and the Yorkshire expresses, the more noteworthy being the lines that communicate with Stamford and Peterborough; Bourn, Spalding, Lynn, Norwich, Cromer, and Yarmouth; Southwell, Newark, and Lincoln; and Newstead Abbey and Mansfield.

PRESUMING that we join the Scotch express that leaves the platform of *St. Pancras Station*, we shall soon be carried through CAMDEN ROAD, but may possibly by certain trains pause at KENTISH TOWN, where passengers from the City, the West End, Tottenham, and Hampstead can join the services for the North. HAVERSTOCK HILL, FINCHLEY ROAD, WEST END, CHILD'S HILL and CRICKLEWOOD are succeeded by the WELSH HARP. Then we gain a glimpse of HENDON and MILL HILL ere we are hurried onward by ELSTREE AND BOREHAM WOOD and RADLETT, towards the cathedral city of St. Albans. Still pursuing our northward course, we soon pass HARPENDEN, also CHILTERN GREEN, and, skirting the beautiful park of Luton Hoo, approach LUTON, which is succeeded by LEAGRAVE, HARLINGTON, FLITWICK, and AMPTHILL, before we make a brief pause at BEDFORD.

Soon after leaving Bedford we cross the Ouse, and, running by Clapham, a village on our right, we may notice the lofty tower of its parish church, a rare example of Saxon work. Here are Clapham Park and the Britannia Farms. The branch line to Olney and Northampton diverges on our left shortly before we run through OAKLEY, and in the same direction pass Oakley Park, the seat of the Marquess of Tavistock. Again crossing the Ouse by a noble viaduct, we reach SHARNBROOK, a village on our left. Successively leaving on our right the churches of Souldrop and Wymington, the latter distinguished by a fine crocketed spire, we approach Knuston Hall, the seat of Mr. H. R. Arkwright. Crossing a small tributary of the river Nene, we enter Northamptonshire, an agricultural

and ironstone county comprising 629,912 acres, which supports a population of 302,184 inhabitants. To the left of IRCHESTER station—the point of exchange for *Rushden* and *Higham Ferrers*, two villages which will shortly be approached by a branch line that extends towards RAUNDS on the route between Kettering and Cambridge—is the elegant Gothic composition of St. Catherine's Church. In this neighbourhood have been found several relics of the Roman settlement. Within a few minutes we now pass over the Nene, the "*London and North Western*" branch to Peterborough, and the Ise, ere we notice on our left the town of

WELLINGBOROUGH

(*For Northampton*),

Fares from St. Pancras—1st, 8/3; 3rd, 5/34. Return—1st, 17/6; 3rd, 10/7.

65½ miles from St. Pancras and 12 from Northampton. Wellingborough is a place of considerable antiquity, and by Ædred, one of the Mercian kings, was bestowed on Crowland Abbey. It has long been celebrated for its salubrity, also for its chalybeate wells, which in 1626 were visited by Charles I. and Queen Henrietta. At the present time the town is chiefly noteworthy as an important locomotive station and a mineral-traffic centre of the "*Midland Railway*." The surrounding district is remarkable for an immense output of ironstone, much of which is smelted on the spot, but the larger tonnage is despatched to the colliery districts. Here, too, is conducted a growing trade in the manufacture of boot and shoe uppers. The chief buildings of Wellingborough are St. Luke's Church and other places of worship; also the Grammar School, which was founded in 1595, and has been considerably extended under the direction of its present headmaster, Mr. H. E. Platt, M.A., LL.D. A market is held on Wednesday. Thursday is an early-closing day. Certain local services run *via* Wellingborough to Kettering and Northampton. The leading hotel is the "*Hind*." (*Population*—15,068.) Press—*Wellingborough News*, 1861; *Wellingborough Post*, 1886.

Skirting the windings of the Ise, and passing through an iron-smelting district, we presently see the beautiful church of Finedon, about a mile on our right, and soon pass FINEDON station. Then, leaving ISHAM on our left, we perceive the village of Pytchley, that gave its name to the famous Pytchley Hunt. The line that gradually approaches from the south-east provides a road for passengers from Cambridge, St. Ives, Huntingdon, and Thrapstone, who can thus join certain main-line trains at

KETTERING

(*For Huntingdon, St. Ives, Cambridge, Newmarket, and Ipswich*),

Fares from St. Pancras—1st, 0/6; 3rd, 5/10½. Return—1st, 19/-; 3rd 11/9.

72½ miles from St. Pancras, 47½ from Cambridge, 51½ from Nottingham, and 27 from Leicester. Amongst the increasing populations of Northamptonshire, that of Kettering is certainly one of the most flourishing. Owing to its union of manufacturing and agricultural interests, the town has undoubtedly prospered, especially in regard to its boot and shoe industry, a craft that here occupies many thousands of hands. Its chief interest is perhaps derived from the fact that in 1792 Kettering was the scene of the first missionary meeting held in England, when £13 2s. 6d. was collected after addresses by those devoted Baptist ministers William Carey and Andrew Fuller. The centenary of this momentous event was celebrated by large and enthusiastic gatherings held at Kettering during the summer of 1892. In a central situation and on an elevated site stands the imposing parish church dedicated to SS. Peter and Paul. The Baptist Mission House is still visible in the northern suburbs. In addition to the Town Hall and Corn Exchange, where a market is held on Friday, there are two political club-houses. In Gold Street is the General Post Office. Thursday is an early-closing day. Kettering is an important station on the route of the fast Nottingham and Yorkshire expresses. The railway station is supplied with a letter-box, a telegraph office, and a bookstall. The "Royal" and the "George" are the leading hotels. (*Population*—19,454.)

Press—*Kettering Guardian*, 1882; *Kettering Leader*, 1861.

With a good view of Kettering town and its handsome parish church, and noticing in the opposite direction some iron-smelting and lime-burning works, we speed onwards until the metals of the main line towards Melton Mowbray and Nottingham bear away on our right shortly before our train passes RUSHTON. To the left of the railway is Rushton Hall, the ancestral home of Mr. Wm. Capel Clarke-Thornhill. Within the attractively-wooded park stands the curious Triangular Lodge, erected during the sixteenth century by Sir Thomas Tresham, whose son, Francis Tresham, was involved with other conspirators in the infamous Gunpowder Plot. In the parish church is a Crusader's tomb commemorating Sir William de Goldingham, also a unique effigy representing Sir Thomas Tresham, Kt.—who died in 1559—in his habit as the Lord Prior of the Order of the Knights Hospitallers of St. John of Jerusalem. Still climbing a rising gradient our express reaches its summit soon after passing

DESBOROUGH, the native place of the Hon. Sir Lewis William Cave, a noted Judge in Bankruptcy. Thence descending by Braybrooke on the left and crossing the Welland it passes into Leicestershire, a Midland county of 511,907 acres and 373,693 inhabitants, ere it runs through

MARKET HARBOROUGH,

Fares from St. Pancras—1st, 10/11; 3rd, 6/9. Return—1st, 21/10; 3rd, 13/6.

83½ miles from St. Pancras. This pleasant little market town was doubtless the site of a Roman camp. It is memorable for its vicinity to the fatal field of Naseby, which is within a drive of seven miles to the south-east, and was the scene in 1645 of the royal council of war that preceded the battle in which Fairfax obtained a decisive victory over the Royalists. Market Harborough is now chiefly noteworthy as a rich grazing district, a favourite hunting centre, and the seat of some corset and boot factories. Here in January, 1834, was born Mr. J. M. Cook, who, in conjunction with his father, Mr. Thomas Cook, founded the English excursion system. Its chief buildings are the parish church of St. Dionysius, remarkable for its handsome spire, the Grammar School, the Town Hall, the Corn Exchange, and the Philanthropic Institute. In the High Street is the General Post Office. A market is held on Tuesday, and during the summer months Thursday is an early-closing day. The railway station is supplied with a letter-box and a bookstall. The "Angel" and the "Three Swans" are the leading hotels. (*Population*—5,876.) Press—*Market Harborough Advertiser*, 1854.

Still pursuing our northward journey, we presently leave the "*London and North Western*" line to Peterborough on our right shortly before we pass LANGTON, and run to KIBWORTH. Not far distant is Kibworth-Harcourt, where in 1743 was born Anna Letitia Aikin, better known as Mrs. Barbauld, whose books for children were most popular in their day. Her father, a school-master, was subsequently, as Dr. Aikin of Warrington, a leader amongst the Lancashire Nonconformists. Within a few minutes we are skirting the Union Canal, then pass GLEN, and some four miles further, after reaching WIGSTON, may notice on our left the original main line of the "*Midland Counties*," which had its southern terminus at Rugby. From the junction also diverges another route that via Nuneaton extends to Birmingham. About two miles to the north a third branch diverges towards Ashby-de-la-Zouch and Burton-upon-Trent. After clearing a tunnel we pass through the outskirts of a busy manufacturing town, and soon pause at

LEICESTER

(For Rugby; Nuneaton and Birmingham; Ashby-de-la-Zouch and Burton-upon-Trent; and Stamford, Peterborough, Lynn, and the Eastern Counties),

Fares from St. Pancras—1st, 15/-; 3rd, 8/6d.	Return—1st, 28/-; 3rd, 16/1.
" " Glasgow— " 43/-; " 25/-	" " " 84/3; " 49/4.
" " Edinburgh— " 44/6; " 25/-	" " " 83/8; " 49/1.
" " Birmingham— " 5/3; " 3/2½	" " " 10/6; " 6/5.



ARMS OF LEICESTER.

99½ miles from St. Pancras, 40 from Birmingham, 27½ from Nottingham, 53 from Peterborough, 92½ from King's Lynn, 29½ from Derby, 92½ from Manchester, 121 from Liverpool, 59½ from Sheffield, 98½ from Leeds, 112½ from Bradford, 327 from Glasgow, 309½ from Edinburgh, 357½ from Perth, 440½ from Aberdeen, 19½ from Nuneaton, 20 from Rugby, 21½ from Ashby-de-la-Zouch, and 31 from Burton-upon-Trent. It has been truly said that "more than most towns Leicester has felt the quickening influence of frequent contact with the national life." By the banks of the Soar and near the Fosse Way and the *Via Devana*, two great roads that afforded the means of communication with Chester, Colchester, Bath, and Grimsby, the Romans here established one of their most important stations. Amongst the many relics of their occupation yet to be seen in the ancient capital of Leicestershire, perhaps the chief is that massive pile of arched masonry known as the Jewry Wall, which stands close to the ancient Saxon church of St. Nicholas, itself not the least interesting of Leicester's antiquities. When the Mercian kingdom was fairly established, "Legerceastre" not only became its capital, but from 680 to 870 was the head of a Saxon see which had its cathedral on the site now covered by the handsome Perpendicular pile of St. Margaret's Church. With the Conquest it became subject to the rule of Hugh de Grantmesnil, the first of the powerful Norman earls who strengthened themselves within the massive defences of Leicester Castle. In 1143 Robert de Bellemont, one of his successors, founded the wealthy abbey for Augustinian Canons Regular. It subsequently became memorable as the spot where the once proud Cardinal Wolsey and Archbishop of York came in 1530 as a dishonoured old man to meet the closing scene of his strangely eventful life. The last of its six Norman lords was the patriotic Simon de Montfort, who in 1265 summoned a representative Parliament, which in its division between two chambers respectively composed of peers and commoners furnished the first example of our present national legislature. The beneficent rule of

this great Earl of Leicester was cut short when he fell at the battle of Evesham, fought on the 4th of August, 1265. His title and estates were conferred by Henry III. upon his son Edmund, whose successors of the Plantagenet line mostly kept up a state of great splendour at Leicester. The last lord of their creation was Shake-



THE NEWARKE GATEWAY, LEICESTER CASTLE.

peare's hero, "old John of Gaunt, time-honoured Lancaster," the friend of reformation and the patron of its earliest prophet, worthy John Wycliffe. At his death in 1399 the earldom was merged with other honours of the Crown, then worn by his son Henry IV. During the fourteenth and fifteenth centuries Leicester reached the acme of its prosperity, monarchs and peers held revel in its baronial hall, a mitred abbot presided at St. Mary de Patris, the Parliaments of 1414, 1426, and 1450 were held within its precincts, and its



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merchant guilds ruled in the interests of its people. One of the most tragic incidents of its story occurred in 1485, when on the 21st of August Richard III. slept at the now demolished Blue Boar Inn, ere he rode forth on the morrow to the battle of Bosworth Field, which set a seal to his fate and opened the English throne to the dynasty of the Tudors. In the evening of that fatal day his dead body, thrown across a horse, was brought to Leicester, and there interred in the burial garth of the Grey Friars. Another turn of the national kaleidoscope brought to the old town all the stirring influences of the Protestant Reformation. Still later came its crowning catastrophe, when during the great Civil War Leicester, having declared for the Parliament, was besieged, taken, and put to tribute by the Royalists under Charles I.; but the wrongs of its inhabitants were speedily avenged after the decisive battle of Naseby, when Lord Loughborough was compelled to surrender by the victorious troops of Fairfax. Those of our readers who may wish more fully to trace the eventful story of the quaint Midland town will do well to procure "*Glimpses of Ancient Leicester*," a pleasantly-written volume of old-world memories by Mrs. T. Fielding Johnson.

Time and space would alike fail us were we to tell the story of all the worthies that have been connected with Leicester. But of those few who more especially claim a passing notice we should give precedence to four benefactors of the town who are commemorated by the stately Clock Tower that stands on the site of the old Haymarket. It likewise marks the junction of five important thoroughfares. First of these brave men of old was that benevolent and famous Earl of Leicester, Simon de Montfort, who became the founder of the English Constitution. Then we should remember William de Wyggeston, a merchant to whom Leicester owes a hospital, founded in 1513 as a home for the necessitous poor; also the Wyggeston Schools for Boys in High Street, and a similar



THE CLOCK TOWER, LEICESTER.

foundation for girls in Clarence Street, which unitedly afford a superior education for over 800 pupils. Thirdly, we would mention Sir Thomas White, a Russian merchant and Lord Mayor of London in 1561, who not only left a monetary loan fund for the freemen of Leicester, but likewise became the founder of the Merchant Taylors' School, also St. John's College at Oxford. Lastly, the Clock Tower records the name of Alderman Gabriel Newton, whose Green

Coat School provides tuition for more than 200 boys. Amongst the great teachers and preachers whose voices were heard in this county town we may number John Bunyan, the zealous John Wesley, William Carey the missionary, and that gifted Nonconformist divine, Robert Hall, who in 1793 issued his "*Apology for the Freedom of the Press*," and from 1806 to 1825 was recognised as one of the most eloquent men in the pulpits of Leicester. Closer to our own day has been the fame of the venerable Chart-ist advocate, Thomas Cooper, who was born at Leicester in 1805, and died at Lincoln on the 15th of July, 1892; while another Leicester personality was the late Mr. Henry W. Bates, F.R.S., born at Leicester in 1825, and from 1864 to 1891 distinguished as the assistant-secretary to the Royal Geographical Society. Last, but not least, we may cite one of Leicester's most worthy inhabitants, the late Mr. Thomas Cook (died the 19th of July, 1892), the father of



ST. NICHOLAS'S CHURCH, LEICESTER.

the popular British excursion system, who in 1841 induced the secretary of the "*Midland Counties Railway*" to provide the first cheap excursion train. It ran on the 5th of July, 1841, from Leicester, and conveyed 570 passengers to a temperance gathering at Loughborough. The outward and homeward journeys, comprising a total distance of twenty-three miles, were conducted at an individual cost of one shilling. Subsequently, in conjunction with his son, Mr. J. M. Cook, he founded the world-famed firm of Messrs. Cook and Son, whose jubilee was celebrated by a public banquet at the Hôtel Métropole, London, on the 22nd of July, 1891. During the year 1892 Messrs. Cook and Son employed a salaried staff of 1,750 assistants, in addition to Arabs and other retainers in Egypt, and issued no fewer than 3,912,500 travelling tickets for destinations scattered throughout all parts of the globe. Their Leicester offices are at 7, Gallowtree Gate.

Although at the close of the Civil War the destruction of Leicester Castle was decreed by the Parliament, its hall still remains, being now used as the Assize and Session Court. Mounds and fragments of masonry and a gateway afford some idea of the original stronghold, but perhaps its more attractive feature is the Newarke, a picturesque extension of its area and buildings, which was probably erected about the fourteenth century. In the precincts of the fortress—which itself is near the West Bridge—is the handsome church of St. Mary de Castro, formerly a collegiate foundation. It is characterised by many choice examples of Gothic work, its lofty Decorated spire and fine clerestory being striking features of the exterior, while the interior is especially remarkable for some good roofs and a magnificent Perpendicular screen. St. Margaret's in Church Gate, a vicarage once held by bold Bishop Grosseteste of Lincoln, is another commodious structure, mostly of the Perpendicular period. It contains the graceful alabaster tomb of Abbot Penny. In Town Hall Lane will be found St. Martin's Church, a stately cruciform design with a lofty tower and spire rising from the intersection of the nave, chancel, and transepts. Its prevailing Early English work is varied by Decorated windows. The exceedingly interesting Norman foundation of St. Nicholas has already been noticed in connection with the Jewry Wall. All Saints', in High Cross Street, is also noteworthy as another of the mediæval foundations. Beyond the churches named, there are numerous others belonging to modern ecclesiastical parishes, also a large number of handsome places of worship for the various bodies of Nonconformists.

Amongst the more noteworthy public buildings of Leicester are the Town Hall, an imposing red-brick modern pile surmounted by a lofty clock tower, and having its principal

entrance in Horsefair Street, not far from the Theatre Royal; the magnificent Opera House, in Silver Street; the Corn Exchange, in the Market Square; and the Free Library, at the junction of Wellington and Beaver Streets. The General Post Office is in Granby Street. In the New Walk, a pleasant promenade leading to the Victoria Park, is the Leicester Museum, remarkable for its valuable collections of antiquities, ornithology, and zoology, also for its geological and mineralogical specimens. Communicating with this building are the Corporation Art Gallery, the School of Art and the Lecture Hall. One of the favourite resorts of the people is the beautiful expanse of the Abbey Park, which surrounds the ruined walls of the great Augustinian foundation. A market is held on Saturday, and Thursday is an early-closing day.

Since 1840, which witnessed the opening of the "*Midland Counties Railway*," Leicester has been one of the chief railway centres of the Midlands. Its extensive hosiery, boot, elastic-web, and other factories, contribute an immense tonnage to the traffic. The coalfields of Leicestershire are also the source of heavy mineral consignments. Passengers can exchange at Leicester for Rugby, Nuneaton, Birmingham, Ashby-de-la-Zouch, and Burton-upon-Trent. Eastward *via* Syston and Melton Mowbray extends the direct line to Bourn, Spalding, Lynn, Norwich, Cromer, and Yarmouth; while an alternative route to the Eastern Counties is afforded by way of Oakham, Stamford, Peterborough, and Wisbech. The handsome station is supplied with a letter-box, a telegraph office, bookstalls, and refreshment-rooms. Dinners and luncheon baskets are supplied. The leading hotels are the "Bell," the "Royal," the "Blue Lion," and Parson's Temperance Hotel. (*Population*—142,051.)

Daily Press—*Leicester Daily Express*, 1892; *Leicester Daily Mercury*, 1874; *Leicester Daily Post*, 1872. *Weekly*—*Leicester Advertiser*, 1842; *Leicester Chronicle*, 1810; *Leicester Journal*, 1753; *Midland Free Press*, 1855.

Before we resume our journey to the North we should notice the various branch services that are more particularly identified with LEICESTER. The most southerly road is the old main line, which extends by way of WIGSTON, COUNTRESTHORPE, and BROUGHTON ASTLEY to ULLESTHORPE for Claybrooke and Lutterworth. An omnibus running each week-day in connection with certain trains affords the means of communication to and from LUTTERWORTH. This small market town is memorable for its connection with worthy John Wycliffe, "the morning star of the Reformation," who was rector of St. Mary's Church from 1324 until his death on the 31st December, 1384. This great Englishman, who, in conjunction with

Nicholas of Hereford, completed the earliest English translation of the entire Bible, was buried at Lutterworth, where his remains rested until 1428, when Bishop Fleming of Lincoln, having in obedience to a Papal decree exhumed and burnt his remains, cast their ashes into the neighbouring Swift, a tributary of the Avon. If the spread of Wycliffe's doctrines be as widely distributed as



ST. MARY'S CHURCH, LUTTERWORTH.

(From a photograph by Messrs. Taint & Co., Oxford.)

were his remains, his followers may still take courage, for have they not been reminded of the fact that—

“The Avon to the Severn runs,
The Severn to the sea;
And Wycliffe's dust shall spread abroad,
Wide as the waters be.”

Within the next three miles we cross the old Roman Watling Street and enter Warwickshire. Still further southward we presently pass on our left the hamlet of Brownsover, the birthplace

of Lawrence Sheriff, who became the founder of Rugby School, and then, crossing Shakespeare's Avon, enter

RUGBY

(For *Leamington, Coventry, Blisworth Junction, and Oxford*).

Fares from Leicester—1st, 2/8; 3rd, 1/8. Return—1st, 5/4; 3rd, 5/4.



ARMS OF RUGBY
SCHOOL.

20 miles from Leicester and $11\frac{1}{2}$ from Coventry. Although Rugby is a prosperous market town of Warwickshire and the centre of a favourite hunting district, it is chiefly famous for Rugby School, founded in 1567 by the will of a wealthy London grocer, Lawrence Sheriff. Its course had been comparatively uneventful until 1828, the year that witnessed the choice of Thomas Arnold, a Wykehamist, for the responsible post of headmaster. This appointment proved the turning of its flood-tide towards fortune, and singularly verified a forecast made at the time by Dr. Hawkins, subsequently the well-known Provost of Oriel, that "if Mr. Arnold were elected to the headmastership of Rugby, he would change the face of education all through the public schools of England." A truer prediction was never uttered. Short as was Dr. Arnold's career at Rugby, he had nevertheless before his lamented death on the 12th of June, 1842, completed his life-work, and had nobly fulfilled his mission as the pioneer of modern Christian education. His immediate successor was Dr. Archibald Campbell Tait, subsequently appointed Dean of Carlisle, Bishop of London, and Archbishop of Canterbury. At Rugby Dr. Tait was followed by Dr. Goulburn, for many years Dean of Norwich. The headmastership was next filled by Dr. Temple, the present Bishop of London, whose popular *régime* proved another eventful epoch of Rugby history. After Dr. Hayman's season of rule came the spirited administration of Dr. T. W. Jex-Blake, now the Dean of Wells. Such has been the succession of headmasters who hitherto have so loyally upheld the traditional curriculum of Rugby. Their work is now as ably maintained by Dr. Percival, to be remembered for his successful headmastership of Clifton, and also as the respected President of Trinity College, Oxford. Amongst the many headmasters of Great Britain who doubtless gained inspiration by their intimate associations with Rugby not the least have been the lamented chief of the Fettes College, Edinburgh, the late Dr. A. W. Potts; and Mr. J. S. Philpotts, M.A., B.C.L., the popular head of the Harpur Grammar School, Bedford. The limitations of space forbid us to do more than name a few of the "Old Boys," such as Rugby's greatest chronicler,

Judge Hughes, author of "*Tom Brown's Schooldays*," who will ever share with Arnold in the early honours of his beloved school; the late Dean Stanley—presumably the prototype of "Arthur"—who wrote "*The Life and Correspondence of Thomas Arnold, D.D.*"; Dr. Bradley, Stanley's successor at Westminster Abbey; Dean



THE GATEHOUSE, RUGBY SCHOOL.

Vaughan, of Llandaff; Matthew Arnold, the poet; and three typical statesmen—the Right Hon. G. J. Goschen, the Right Hon. Sir H. Drummond Wolff, K.C.B., G.C.M.G., and the late French Ambassador, Mr. William Henry Waddington.

Having sketched the story of Rugby and the Rugbeians, we may note the chief features of the school buildings, which are entered by a Perpendicular gateway in the High Street. The handsome chapel, enlarged and nearly rebuilt from the proceeds of the tercentenary

in 1867, contains numerous stained windows and other memorials, an elegant tomb with an effigy of the late Very Rev. Arthur Penrhyn Stanley, D.D., and the marble slab that marks the last resting-place of the revered Dr. Arnold. Other centres of interest are the Big School, the Temple Reading-room and Art Museum, the Drawing School, the Temple Observatory, the Natural History Museum, the Jex-Blake Swimming Bath, and the gymnasium; also the School Close, to which has been added the Caldecott Field, two well-known arenas for Rugby football and cricket. In Clifton Road is the Rugby Lower School. The town is noteworthy for the parish church of St. Andrew, also for those of Holy Trinity and St. Matthew, and owns places of worship for the Baptists, Congregationalists, Primitive Methodists, Roman Catholics, and Wesleyans. Other public buildings are the Town Hall and Assembly Rooms, the Free Library, and the fine Hospital of St. Cross. In the Market Place is the General Post Office. Corn and cattle markets are held on Monday, and several fairs take place during the year. The countryside is remarkable for several residential seats. In 1840 the "Midland Counties" trains first entered Rugby in connection with the "London and Birmingham" services to London, a route since abandoned for the direct through road from Leicester to St. Pancras *via* Bedford. The local line still affords excellent services between Leicester and Rugby in connection with the expresses from Yorkshire, the North-Eastern Counties, and the North. The commodious railway station is supplied with a letter-box, a telegraph office, refreshment-rooms, and a bookstall. Luncheon baskets are supplied. The leading hotels are the "Royal George," the "Horse Shoes," and Thompson's Private Hotel. (*Population*—11,262.) Press—*Midland Times*, 1858; *Rugby Advertiser*, 1846.

Another route from LEICESTER of interest to tourists, from its connection with the scenes of George Eliot's early life, also leaves the main line at Wigston Junction, and by way of HINCKLEY, a small market and manufacturing town of Leicestershire, chiefly remarkable as a minor seat of the hosiery and boot industries, approaches

NUNEATON,

Fares from Leicester—1st, 2/6; 3rd, 1/6½. Return—1st, 5/6; 3rd, 3/1.

19½ miles from Leicester and 20½ from Birmingham. Nuneaton, on the banks of the Anker, will doubtless be recognised by those who have read "*Scenes of a Clerical Life*" as the "Milby" which was "surrounded by flat fields, lopped elms, and sprawling manufacturing villages, which crept on with their weaving-shops till they threatened to graft themselves on the town." Its chief buildings are a stately

Early English parish church dedicated to St. Nicholas, the modern church of St. Mary standing hard by the ruins of the Benedictine nunnery founded during the twelfth century, a few Nonconformist chapels, the Grammar School, and the various public buildings of a country town divided between the interests of the land and the loom, supplemented by those of the neighbouring quarries and coal-mines. In a hamlet belonging to the adjoining village of Chilvers Coton is the South Farm, a rural homestead where on the 22nd of November, 1819, little Mary Ann Evans first saw the light of the pleasant Warwickshire countryside that in later days furnished themes for the priceless first fruits of her matchless fiction. Still further southward, and within a short walk of Arbury Park, the "Cheverell Manor" of "*Mr. Gilfil's Love Story*," is the home of her later girlhood, Griff House, where she spent some twenty years with her father, the stalwart steward or land agent of the Newdegate family, by many thought to have furnished the type for Adam Bede. Very charmingly has this beautiful English home been described by Miss Rose G. Kingsley in her delightful sketch of "*George Eliot's County*," that embellished *The Century* for July, 1885, as "a pleasant substantial house, built of warm red brick, with old-fashioned small-paned casement windows. The walls are almost hidden by creepers, a glorious old pear-tree, roses, and jessamine, and over one end a tangle of luxuriant ivy. Across the smooth green lawn and its flower-beds an old stone vase covered with golden lichen made a point of colour beneath the silver stems of a great birch-tree." But we must leave our readers to search further concerning the early haunts of the gifted novelist, and return to the more prosaic facts that concern Nuneaton—namely, that its General Post Office is in the Market Place, where a corn market is held on Saturday, and that Thursday is an early-closing day. The "Newdegate Arms" and the "Bull" are the leading hotels. (*Population*—11,580.) Press—*Nuneaton Advertiser*, 1868; *Nuneaton Chronicle*, 1868; *Nuneaton Observer*, 1877.

Our next station, STOCKINGFORD, is near to Arbury Park, which surrounds "the castellated house of grey-tinted stone," well known as the ancestral seat of Lieut.-General Newdigate-Newdegate. Our last reminiscence of George Eliot shall be at ARLEY AND FILLINGLEY, a station near the main road, some three miles north of Corley, a rural village containing just such a manor farmhouse as may have suggested the home of the Poysers, who yet live in the pages of "*Adam Bede*." The train next passes SHUSTOKE, not far from Blyth Hall, where on the 12th of September, 1605, was born old Sir William Dugdale, the Royalist herald and antiquarian, who penned the "*Antiquities of Warwickshire*," and died at the place of

his birth in his eighty-first year. At Whitacre we effect a junction with the western main line of the "*Midland*," and then by way of FORGE MILLS and WATER ORTON, the point of exchange for WALSALL and WOLVERHAMPTON, we proceed towards BIRMINGHAM (*New Street Station*).

Our third excursion from LEICESTER will be taken in a north-westerly direction, and partly over the metals of the little "*Leicester and Swannington Railway*," which furnished the first impetus towards the incorporation of the "*Midland Counties*" system. Presuming that we have exchanged carriages at Leicester, or are travelling in the through coach that is attached to certain trains from *St. Pancras* for Ashby-de-la-Zouch and Burton-on-Trent, we shall retrace our southward course for a little more than a mile, and then after turning off at Knighton Junction, cross the Soar, ere we run on towards KIRBY MUXLOE and DESFORD. Here we join the original line from LEICESTER (*West Bridge Station*) that approaches by GLENFIELD and RATBY. On a hill to the left is Desford Church, and on our right is the Desford Industrial School. After passing Thornton we clear the colliery and station of BAGWORTH, with Nailstone on rising ground to the left, and Elliston nearer to the line. In the opposite direction rises the tree-crowned mass of BARDON HILL, famous for its granite quarries. We are now in the heart of the Leicestershire coalfield, and on our left are soon joined by a branch that extends from SHACKERSTONE, on the Nuneaton and Ashby line, through HEATHER and HUGGLESCOTE towards our next station, COALVILLE, which lies between the Whitwick and the Snibston collieries. After passing SWANNINGTON a run of some four miles brings us to

ASHBY-DE-LA-ZOUCH.

Fares from *St. Pancras*—1st, 15/5; 3rd, 9/6. Return—1st, 30/10; 3rd, 18/1.

120½ miles from *St. Pancras*, 21½ from Leicester, 9¾ from Burton, and 14 from Derby. The celebrated health resort and small market town of Ashby-de-la-Zouch is most pleasantly situated on the western border of Leicestershire. Here during the Middle Ages stood the stately castle, now in ruins, which was chosen by Sir Walter Scott as the scene for the tournament of "*Ivanhoe*." As a matter of fact, it was one of the many prisons of Mary Queen of Scots. Not far distant is *St. Helen's Church*, an imposing Perpendicular edifice with an embattled western tower. Amongst its monuments are memorials of the ninth Earl of Huntingdon, and of his Countess, the Lady Selina Shirley, whose support of Whitfield, Wesley, Howell Harris, and other leaders of the great Methodist revival, resulted in the foundation of Trevecca College and in the formation

of the Countess of Huntingdon's Connexion. In one of the principal thoroughfares is a beautiful Gothic cross commemorating the Countess of Loudoun, who died in 1874. The handsome bath-house and pump-rooms, close to attractive gardens, are supplied with saline waters from the springs at Moira. They are considered to be highly efficacious in cases of rheumatic affections. The General Post Office is in Market Street. A corn market is held on Saturday, and Wednesday is an early-closing day. The "Royal" and the "Queen's Head" are the leading hotels. (*Population*—4,535.)

Ashby enjoys the advantages of direct railway connections throughout the Midlands, Yorkshire, and the North, *via* Burton, Derby, or Trent; also to London (*St. Pancras Station*) *via* Leicester, or to Birmingham *via* MOIRA, DONISTHORPE, MEASHAM, SNARESTONE, SHACKERSTONE, MARKET BOSWORTH—near to Bosworth Field, the site of the eventful battle fought on the 22nd of August, 1485, that placed Henry VII. on the throne of England—SHENTON, STOKE GELDING, HIGHAM, and NUNEATON. Another important service is that which affords the completion of our present journey. After leaving Ashby our train passes on the left Willesley Hall, the seat of the Earl of Loudoun, and then by way of MOIRA, the centre of an extensive colliery district—whence a branch extends through WOODVILLE to SWADLINCOTE—enters Derbyshire. Travelling onwards, it passes GRESLEY, then crossing the Trent enters Staffordshire, and again on the western main line of the "*Midland Railway*" pauses at BURTON-ON-TRENT, where connections can be made with the expresses for Birmingham, Worcester, Cheltenham, Gloucester, Bristol, Bath, and Bournemouth; also with those that *via* Derby communicate either with Manchester and Liverpool or with Sheffield, York, Leeds, Bradford, and the North.

Resuming our northward journey at LEICESTER, we soon pass HUMBERSTONE ROAD, see the Leicester Borough Asylum on our right, and four miles from the county capital reach SYSTON, whence a line diverges in a north-easterly direction towards Melton Mowbray, Oakham, Stamford, Peterborough, and Lynn. About three miles westward is the ancient mansion of Rothley Temple, which on the 25th of October, 1800, was the birthplace of the brilliant historian, Lord Macaulay, also, in 1838, of his nephew and biographer Sir George Otto Trevelyan, Bart. In the left distance are the Charnwood Hills. After crossing the Wreak, a tributary of the Soar, we approach SILEBY, with Mount Sorrel, celebrated for its granite quarries, on our left, and then clear BARROW-ON-SOAR, the seat of large lime-works. To the left is Quorndon, the village that gives its name to the Quorndon Hunt. The railway is now carried across the Soar by an iron viaduct, ere we approach

LOUGHBOROUGH,

Fares from St. Pancras—1st, 14/9; 3rd, 9/2. Return—1st, 22/8; 3rd, 16/4.

111½ miles from St. Pancras, 79½ from Manchester, and 86½ from Leeds. Loughborough, a substantial market town of Leicestershire, has acquired a widespread celebrity for the manufacture of merino hosiery, and during the last half-century has also been noted for extensive bell-foundries. Its ancient parish church, dedicated to All Saints, is an imposing edifice mostly belonging to the later Gothic periods. In the Leicester Road, and surrounded by pleasant grounds, is Loughborough Grammar School, a foundation of 1495. The town possesses a commodious Town Hall and a Corn Exchange, where a market is held on Thursday, a Free Library, the usual public buildings of a provincial centre, and a charming recreation-ground. The General Post Office is in Baxter Gate. Wednesday is an early-closing day. At the station are a letter-box and a book-stall. The leading hotels are the "King's Head" and the "Bull's Head." (*Population*—18,196.) Press—*Loughborough Herald*, 1880; *Loughborough Monitor*, 1861.

Soon after leaving Loughborough the express again crosses the Soar and enters Nottinghamshire, an attractive agricultural and mining county, comprising an area of 527,752 acres and containing 445,599 inhabitants. Passing HATHERN on our left, we come to KEGWORTH, where Tom Moore is said to have penned many of his "*Irish Melodies*." On our right is Kingston Hall, the seat of Lord Belper, and still further eastward is Gotham, which produced the famous wiseacres whose eccentric doings were commemorated in the sixteenth century by Andrew Borde in his "*Merry Tales of the Madmen of Gotham*." Ere long we speed through the Red Hill Tunnel, then after a glimpse on our right of Thrumpton Hall, the seat of Lady Byron, we cross the Trent by a massive bridge, and approach the important railway junction which is known as

TRENT

(*For Derby, Manchester, Blackburn, Liverpool, Nottingham, and Lincoln*),

Fares from St. Pancras—1st, 15/9; 3rd, 9/104. Return—1st, 31/6; 3rd, 19/9.

120 miles from St. Pancras, 20½ from Leicester, 6½ from Nottingham, and 9½ from Derby. Since the 1st of May, 1862, when the "*Midland Railway*" here opened a passenger station, Trent has become one of the most important centres of its traffic. Although but an outlying district in the Derbyshire parish of Long Eaton, Trent is a point which may be easily reached from all parts of the country—a fact which doubtless has greatly conduced to the success

of that popular public school known as Trent College. Beyond its direct communications southwards with London and Leicester, and northwards with Sheffield, York, Leeds, Bradford, Glasgow, and Edinburgh, Trent owns an eastward road through ATTENBOROUGH and BEESTON to NOTTINGHAM for NEWARK and LINCOLN; while in a north-westerly direction extends the line that *via* SAWLEY JUNCTION, SAWLEY, DRAYCOTT, BORROWASH, and SPONDON, leads to DERBY, where it affords connections with the expresses for Manchester, Bolton, Blackburn, Stockport, Liverpool, and Southport. A fifth route from Trent leads by way of CASTLE DONINGTON—well known in the last century for Donington Hill, the seat where the Countess of Huntingdon entertained Wesley, Whitfield, and other leaders of the great Methodist revival—WESTON-ON-TRENT, CHELLASTON AND SWARKESTONE, and PEAR TREE AND NORMANTON to DERBY. The neighbouring town of Long Eaton is a seat of the lace manufacture. Its chief architectural attraction is Trent College, an imposing building occupying a charming rural situation, and standing within its own grounds of some twenty acres. It affords an educational course of the highest grade, and is under the headmastership of the Rev. Wilfrid H. Isaacs, M.A., who is assisted by a highly efficient staff. In the High Street is the General Post Office. *Trent Station* is supplied with a letter-box and a bookstall. At Long Eaton is the "Royal Hotel."



VIEW ON THE TRENT.

Our northward journey now lies through the rich coalfield of the Erewash, a stream that here furnishes the boundary between the counties of Nottinghamshire and Derbyshire. After leaving the main route to Derby on our left and the road to Nottingham on the right, we successively pass LONG EATON, STAPLEFORD AND SANDIACRE, and STANTON GATE, the seat of some extensive iron-works, ere we come to TROWELL. Here we effect a junction with the alternative main line to the North, which, diverging from the Leicester route at Kettering, extends through Oakham, Melton Mowbray, and Nottingham. Little more than two miles farther we come to

ILKESTON AND COSSALL, whence a short branch affords communication with

ILKESTON,

Fares from St. Pancras—1st, 16s.; 3rd, 10d. Return—1st, 33s. 4d.; 3rd, 20d.

126½ miles from St. Pancras. This rapidly-growing town of Derbyshire occupies a hilly site overlooking the Erewash Valley, and is chiefly noteworthy for its collieries, also for its connection with the hoisery and lace manufactures. Amongst its principal buildings are three parish churches, several Nonconformist chapels, and a Town Hall. In the Market Place is the General Post Office. A market is held on Thursday, and Wednesday is an early-closing day. The leading hotel is the "Rutland." (*Population*—19,744.) Press—*Heanor Advertiser*, 1890; *Ilkeston Advertiser*, 1881; *Ilkeston Pioneer*, 1853.

Some two miles from Ilkeston Junction is SHIPLEY GATE, after passing which we may see on a hill to our right the village of Eastwood, remarkable for the "Sun Inn," which witnessed the memorable meeting of Nottinghamshire coal-masters that led to the incorporation of the "*Midland Counties Railway*." About a mile to the left of LANGLEY MILL AND EASTWOOD station is Heanor, a country village associated with the early years of William Howitt, a member of the Society of Friends, and well known as an author, who in 1838 issued his "*Rural Life in England*." A few minutes later we gain a glimpse of Codnor Castle, a ruined mediæval stronghold now owned by the Butterley Company, who are here the owners of extensive ironworks and collieries. After speeding by CODNOR PARK and PYE BRIDGE, we may notice on our left a line that bears away through BUTTERLEY and RIPLEY to AMBERGATE, a junction station on the main line between Derby and Manchester. In the opposite direction extends a road that *via* PINXTON AND SELSTON, KIRKBY, and SUTTON JUNCTION for SUTTON-IN-ASHFIELD, affords communication with MANSFIELD. ALFRETON AND SOUTH NORMANTON, WESTHOUSES AND BLACKWELL, and DOE HILL are rapidly passed within the next six miles. Farther northwards and some three or four miles to the right is the magnificent Elizabethan mansion of Hardwick House, one of the stately ancestral seats owned by the Duke of Devonshire; and near this residence are the ruined remains of the building which in 1519 was the birthplace of the imperious Countess of Shrewsbury, better known as "Bess of Hardwick." At CLAY CROSS—a famous colliery centre—our route coalesces with the western main line from Bournemouth, Bath, Bristol, Gloucester, Worcester, Birmingham, and Derby. Some two miles beyond we see Wingerworth Hall, crowned by an eminence that lies on our left as we travel towards

CHESTERFIELD

(*For Staveley, Eckington, Bolsover, Hardwick, and Mansfield*),

Fares from St. Pancras—1st, 10/2; 3rd, 12/1. Return—1st, 38/4; 3rd, 24/2.

146½ miles from St. Pancras, 158 from Bristol, and 280 from Glasgow. Chesterfield—the “Lutdurum” of the Romans and the “Cestrefield” of their Saxon successors—is a market town and mining centre of north-east Derbyshire. Since 1594 it has been governed by a mayor and corporation. Beyond its intimate association with the surrounding agricultural interest, the town is the seat of several flourishing industries, of which the chief are those that deal with the preparation of leather, tobacco, and aerated waters, while the manufacture of pill-boxes is a trade of some importance. Owing to its site on the slope of a hill, the parish church of St. Mary and All Saints, distinguished by a strangely-twisted leaning spire, is a prominent object from the railway. This interesting edifice is chiefly of the Decorated period, but retains portions of Early English work. It contains several quaint monuments of the Foljambes, a wealthy Derbyshire family, one of whose members, Godfrey Foljambe, endowed the Elizabethan Grammar School where was educated Archbishop Secker of Canterbury. Another famous worthy of Chesterfield was the father of the British railway system, George Stephenson, who, until his death on the 12th of August, 1848, spent the later years of his useful life at Tapton House, a pleasant mansion in the suburbs. His remains were interred within the church of Holy Trinity. In Corporation Street is the Stephenson Memorial Hall, a remarkably handsome pile of nineteenth-century Gothic completed in 1879. It comprises an engineering museum, a free library, and a lecture-hall, also rooms for art and science classes, and is likewise the headquarters of the Chesterfield and Midland Counties Institution of Engineers. The Queen's Park is an attractively-situated recreation-ground, opened in celebration of the Royal Jubilee. In the Market Place is the General Post Office. A weekly market is held on Saturday, and Wednesday is an early-closing day.

Since the opening of the main line *via* Dronfield to Sheffield, Macclesfield, Leeds, and Scotland, the original “North Midland” route *via* Staveley and Eckington has only been used by the few Scotch expresses that do not call at Sheffield. Hence the local stations *en route* are reached by short services that run between Chesterfield and the great cutlery metropolis of Yorkshire. Presuming that passengers have joined these branch trains at Chesterfield, they will travel thence to WHITTINGTON—to be remembered for the dilapidated cottage known as the “Revolution House,” formerly a small country inn. In 1688 it witnessed the memorable meeting of the

great Whig leader, William Cavendish, the fourth Earl of Devonshire; the Earl of Danby, a patriotic Tory nobleman; and Mr. John D'Arcy, three intrepid Englishmen who here agreed to raise the standard of the Revolution—in the name of “a free Parliament and the Protestant religion”—against the ecclesiastical tyranny of James II. Before the year had closed the representatives of the people had placed William and Mary upon the throne of England. Threading our course through the rich coal and iron field of the picturesque Rother Valley, we pass STAVELEY, celebrated for the huge Barrow Hill works of the Staveley Iron and Coal Company; ECKINGTON AND RENISHAW, a centre for the manufacture of field implements; and KILLAMARSH. Entering the West Riding of Yorkshire we next pause at WOODHOUSE MILL—a hamlet in the parish of Aston—and TREETON ere the Staveley route effects a junction with the main line to the North at MASBOROUGH; while the branch trains bearing westward proceed through HOLMES, WINCOBANK, BRIGHTSIDE, and ATTERCLIFFE ROAD to SHEFFIELD.

Two other branch services can be joined at Chesterfield, and both of these have their terminus at Mansfield, a pleasant market town of Nottinghamshire. After leaving Chesterfield these trains also proceed through WHITTINGTON and STAVELEY, and then reach NETHERTHORPE, whence the Doe Lea line bears southward through BOLSOVER for the finely-placed remains of Bolsover Castle, a grey Norman stronghold raised by the Conqueror's natural son, William Peveril. Not far distant is the parish church, containing several monuments to members of the Cavendish family. Through PALTERTON AND SUTTON and GLAPWELL the train passes to ROWTHORN AND HARDWICK, noteworthy for Hardwick House, the beautiful Elizabethan mansion which was the last great building erected by that indomitable builder, Elizabeth, Countess of Shrewsbury. The picturesque old-world pile, with its glorious picture-gallery and quaint Tudor furniture, stands amidst a well-timbered park. Within easy reach is Ault Hucknall Church, where, surrounded by the remains of the noble Cavendishes, rests the body of their whilom tutor, philosopher, and friend, Thomas, the well-known “Leviathan Hobbes,” who died at Hardwick in 1679. On reaching PLEASLEY, not far from Pleasley Vale—a lovely spot which forms a site for the cotton, silk, and merino mills here owned by Messrs. William Hollins and Company, Limited—the trains turn eastward, and *via* MANSFIELD WOODHOUSE approach MANSFIELD. Presuming that the Chesterfield trains, after passing WHITTINGTON, STAVELEY, and NETHERTHORPE, leave the Doe Lea branch on their right, they will travel by way of CLOWN to ELMTON AND CRESWELL, LANGWITH, SHIREBROOK, and MANSFIELD WOODHOUSE to MANSFIELD. Chesterfield station is supplied with a



ROUTE MAP.—II, KETTERING TO LEICESTER, DERRY, NOTTINGHAM, AND CHESTERFIELD.

letter-box, a telegraph office, and a bookstall. The "Angel" and the "Station" are the leading hotels. (*Population*—13,242.)

Press—*Chesterfield Free Press*, 1891; *Derbyshire Courier*, 1828; *Derbyshire Times*, 1854; *Mid-Derbyshire Star*, 1889.

Before continuing our journey from Chesterfield to Sheffield, Masborough, and the North, we will take up our descriptive notes at KETTERING, the last station on the trunk route between London and Leicester that is touched by the Scotch expresses [from *St. Pancras Station* which travel *via* Nottingham. At Glendon Junction—a point some two and a half miles to the north of Kettering—these trains diverge towards GEDDINGTON. In this Northamptonshire village stands one of the three Gothic crosses that exist of the eleven erected by Edward I. to mark the resting-places of Queen Eleanor's remains during their transit between Harby and Westminster Abbey. Two miles to the right of WELDON AND CORBY station is Weldon, a village remarkable for the discovery of Roman antiquities. About the same distance to the left is Rockingham Castle, a pleasantly-situated mediæval fortress, now occupied as the ancestral seat of Mr. George Lewis Watson. Our train now rapidly sweeps by GRETTON and HARRINGWORTH, two villages on our right, while to the left lies Seaton. After crossing a long viaduct that here spans the Welland we enter Rutlandshire—the smallest of our English counties, containing but 94,889 acres and a population of 20,659 inhabitants—and cross the "*London and North Western Railway*" ere we reach MANTON AND UPPINGHAM, where we effect a junction with the metals from Peterborough and Stamford. Within three and a half miles from the station, and best reached by an omnibus which runs in connection with certain trains, is the small market town of Uppingham, a rectory once held by Bishop Jeremy Taylor. Its present fame depends upon its association with Uppingham School, founded in 1584 by Robert Johnson, subsequently Archdeacon of Leicester. From 1853 to 1887 this ancient educational centre was the arena in which the late beloved Edward Thring—one of the most popular schoolmasters of England—achieved such distinguished success in the development of his theories for the practical administration of a great public school. Starting with some twenty-five boarders, Mr. Thring, at the time of his lamented death in October, 1887, controlled a perfectly-appointed foundation which provided the highest grade of education for three hundred boys, a number which he could never be induced to exceed. The school buildings, occupying a salubrious site, include the singularly handsome great schoolroom, also a beautiful chapel designed by the late Mr. G. E. Street, R.A.; while eleven detached villas, each standing

within its private grounds, provide the most attractive description of homelike boarding-houses. The present headmaster is the Rev. Edward Carus Selwyn, M.A. Leaving Manton in our rear, we now cross the Wash, and presently notice Egleton Church on our right shortly before we come to

OAKHAM.

Fares from St. Pancras—1st, 12/6; 3rd, 7/6. Return—1st, 23/-; 3rd, 15/-.

94½ miles from St. Pancras and 29¾ from Nottingham. This pleasantly-situated little capital of Rutlandshire is a substantial market town which in the course of centuries has arisen near the remains of a baronial stronghold here erected by Walkelin de Ferrars. A singular feudal right permits its owner to claim a horseshoe, or its equivalent in money, from every peer of the realm on the occasion of his first passing through the barony of Oakham. This quaint custom has caused the horseshoes given by Queen Elizabeth, Her Majesty the Queen when Princess Victoria, the Princess of Wales, and numerous noblemen, to be nailed in the Castle Hall, an apartment now utilised for the county assizes. In the same neighbourhood is the commodious parish church of All Saints. It may be distinguished by its lofty spire, and mostly dates from the Perpendicular period. It possesses a small classical library bequeathed by a Lady Harrington. One of the chief attractions of Oakham as a residential centre is its connection with Archdeacon Johnson's School, a sister foundation of Uppingham, and conducted upon similar principles. It has lately undergone considerable extension, and is under the able headmastership of the Rev. Edward Vere Hodge, M.A. Oakham is the centre for a wide agricultural interest, and a weekly corn market is held on Monday. The surrounding countryside is a celebrated hunting district for the Cottesmore Foxhounds. Hotel—The "Crown" (Population—3,542.) Press—*Oakham and Uppingham Journal*, 1854; *Rutland Echo*, 1877; *Rutland Post*.

(For an illustration of Oakham School, see Panoramic Map, Section I.)

Our course now lies, by way of ASHWELL and WHISSENDINE, through the agricultural lands of Rutlandshire until we cross the county boundary, and with Stapleford Park, the fine seat of Mr. James Hornsby, on our left, run to SAXBY, our first station in Leicestershire, soon to be succeeded by

MELTON MOWBRAY.

Fares from St. Pancras—1st, 11/-; 3rd, 8/8. Return—1st, 22/-; 3rd, 17/4.

105½ miles from St. Pancras, 18½ from Nottingham, and 15 from Leicester. Melton Mowbray—the Leicestershire hunting metropolis—is a well-built town of considerable antiquity, occupying

the site of a manor which shortly after the Conquest was conferred upon the noble Norman family of the De Mowbrays. It formerly possessed a Cluniac priory, and at the present time is, in an architectural sense, chiefly remarkable for its magnificent parish church, dedicated to St. Mary, an imposing example of the later Gothic periods, but especially noteworthy for its elaborate Perpendicular work. Its fine stained glass, monuments, and a collection of chained books, are of considerable interest to antiquarians. Amongst its public buildings are the Corn Exchange, where a market is held on Tuesday; the Colles Memorial Church Institute; and the Bede House, which contains a museum and a library. In Sherrard Street is the General Post Office. As a hunting centre Melton Mowbray is probably unequalled, being within easy reach of the Quorn, the Belvoir, and the Cottesmore hounds, also of Mr. Fernie's pack. The town contains ample stable accommodation for several hundreds of horses. Beyond its connection with agriculture and the manufacture of Stilton cheese, Melton is famed for its immense production of pork pies, many tons of these edibles being despatched weekly to all parts of the country. Cattle fairs take place during September, October, and December; while April, September, and December are noted for important cheese fairs. Thursday is an early-closing day. The station is supplied with a letter-box and a bookstall. The leading hotels are the "Bell," the "George," and the "Harborough." (*Population*—6,392.)

Press—*Melton Mowbray Journal*, 1854; *Melton Mowbray Mercury*; *Melton Mowbray Times*, 1859.

Leaving on our left the line to Syston, Leicester, and Birmingham, we now run through GRIMSTON and OLD DALBY. Entering Nottinghamshire, we successively pass UPPER BROUGHTON, WIDMERPOOL, with Widmerpool Hall some distance to the left, and PLUMTREE. After sweeping by EDWALTON the express first crosses the Grantham Canal, then the Trent, and within two hours and twenty-five minutes from London pauses at

NOTTINGHAM

(*For Mansfield, Worksop, Southwell, Newark, and Lincoln*),

Fares from St. Pancras—1st,	16/4;	3rd,	10/3.	Return—1st,	32/8;	3rd,	20/6.
" " Bristol—	10/9;	"	11/1.	"	20/6;	"	23/0.
" " Glasgow—	43/-;	"	23/7.	"	80/2;	"	45/7.
" " Edinburgh—	52/6;	"	23/7.	"	79/4;	"	46/4.

124 miles from St. Pancras, 27½ from Leicester, 56½ from Peterborough, 16 from Derby, 229 from Bournemouth, 150 from Bristol, 58½ from Birmingham, 76½ from Manchester, 105½ from Liverpool, 40½ from Sheffield, 76 from Leeds, 89½ from Bradford, 305½ from Glasgow, 288½ from Edinburgh, 335½ from Perth, and 418½ from

NOTTINGHAM

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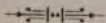


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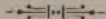
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Nothing so quickly spoils the Complexion as the use of impure Soaps, therefore Ladies who would preserve the beauty of Nature should be careful that they use only the BEST THAT THEY CAN PROCURE. The following Specialities prepared by Mr. Pearson are highly esteemed and extensively used by a large clientele.

"OPOPONAX" SOAP.

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A PERFECTLY PURE FAMILY SOAP, at a price for general use, perfumed with ENGLISH LAVENDER. 3s. 6d. per Dozen Tablets.

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A MOST REFRESHING DENTIFRICE. CLEANSSES, BEAUTIFIES, AND PRESERVES THE TEETH, DESTROYING ALL THAT TENDS TO DECAY. LADIES SHOULD TRY THIS.

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TOWN HALL, NOTTINGHAM.

NOTTINGHAM.

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THE PATENT "ANATOMICAL" SHIRT has been most favourably received both in LONDON and NOTTINGHAM. It possesses many advantages over ordinary shirts, especially for Dress; and the principle on which it is made can be applied to every kind of shirt.

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Aberdeen. Nottingham, the well-known headquarters of the English lace manufacture, is the most important town to be found within the wide and fertile Trent Valley, in this neighbourhood remarkable for the rich mantling of meadow crocuses (*crocus vernus* and *crocus nudiflorus*) which during the spring and the autumn bedecks the banks of its regal river. During the earlier centuries of its existence the Mercian Saxons and the Danes had here with varying successes long striven for the mastery, but the advent of William the Conqueror was signalised by the erection of a Norman castle, one of those numerous baronial strongholds which he planted in important centres with a view to the consolidation of his kingdom. This imposing fortress occupied a commanding site upon a bluff of sandstone not far from the Trent. Its first custodian was the William Peveril—subsequently the lord of Castleton, in Derbyshire—who furnished a hero for Sir Walter Scott's romance, "*Peveril of the Peak*." In later years Nottingham Castle fell into the possession of the Crown, and became the subject of sharp contention between King Richard and his brother John. While Nottingham basked in the favour of the Plantagenet sovereigns it rapidly grew in wealth, Parliaments were held within its precincts, and the religious orders and hospitals of the Middle Ages flourished amongst its people. One of the most tragic incidents of its history was the arrest of Roger Mortimer, the infamous paramour of Queen Isabella—a perilous enterprise organised by the young King Edward III. and his barons, whose emissaries were about midnight on the 19th of October, 1330, led through secret passages of the sandstone rock into the heart of the castle. Like other Midland towns, it alternately flourished or suffered during the memorable Wars of the Roses, but probably reached the height of its magnificence under Richard III., who at the battle of Bosworth Field, fought on the 22nd of August, 1485, was defeated by Henry, Earl of Richmond, who as Henry VII. became the first of the Tudors. The earlier kings of the Stuart dynasty frequently visited the capital of Nottinghamshire, and it will be remembered as the spot selected by Charles I. for the raising of the Royalist standard, an event which occurred on the 25th of August, 1634. Although Nottingham declared for the Parliament and acquiesced in the rule of the Commonwealth, its inhabitants welcomed the Restoration of 1660; but when the sceptre fell from the fatile grasp of the Stuarts, they as warmly supported the constitutional Revolution of 1688. Little remains to be told concerning the later history of this ancient



ARMS OF NOTTINGHAM.



ST. MARY'S CHURCH, NOTTINGHAM.
(From a photograph by Messrs. Frith & Co., Belgate.)

town, beyond the fact that its castle was on the 10th of October, 1831, burnt to the ground by an incendiary mob enraged at the Lords' rejection of the Reform Bill. During recent years the Nottinghamshire capital has been peculiarly identified with the development of the lace and cotton hosiery manufactures, industries that here furnish employment for many thousands of skilled work-people. Since the foundation of Nottingham University the town has been generally recognised as one of the chief educational centres of the Midlands.

Both the numerous business thoroughfares and the residential boulevards of Nottingham are remarkable for their generally attractive aspects, while few towns of its size can claim so imposing an assemblage of costly public buildings. Although the massive castle gateway, the curiously-excavated cave dwellings in the sandstone rock, the older parish churches, and other features of antiquarian interest remain as relics of an eventful past, Nottingham of the nineteenth century is chiefly noteworthy for the enterprise that has gone far towards making it the metropolis of the East Midlands. The town is traversed by tramways, which afford direct communication between the *Midland Station* and the Market Place, covering some five acres, and one of the most extensive areas of its kind to be found in England. Its northern boundary is Long Row, a range of excellent shops. On the south it is bordered by the South Parade, and to the west lie Angel Row—in which stands the Bromley Library—and Beast Market Hill. Amongst the principal roads that converge towards this commercial centre of Nottingham are Market Street, leading from the Theatre Royal, Pelham Street, Clumber Street, Cheapside, and Victoria Street, where is the General Post Office. The Corn Exchange, where a weekly market is held on Saturdays, is in Thurland Street, but the spacious Cattle Market is at the East Croft.

Within a few minutes of the Market Place we may reach the more important public buildings. The one that rightfully demands our first visit is the magnificent modern Gothic pile widely known as the Nottingham University College, a remarkable outcome of the University Extension Scheme. This grand structure, which has its principal frontage in Shakespeare Street, is affiliated to the University of Oxford, and was erected at a cost of some £70,000. It not only provides ample accommodation for tutorial and educational purposes, but is likewise designed with two commodious wings, which are respectively allocated to the Central Free Public Library and Newsroom and to the Free Museum of Natural History. In this neighbourhood are the Poor-Law Offices. Rather further northward, in Arboretum Street is the High School, founded by Dame Agnes Mellers in 1513, under a charter granted by Henry VIII.

Here, too, is the Nottingham High School for Girls. Both the Congregational Institute and the General Baptist College are in Forest Road. In Waverley Street is the Municipal School of Design. The various public educational centres are supplemented by several good private schools.

The New Guildhall and Sessions Courts, which have their main



VIEW ON THE TRENT, NOTTINGHAM.

(From a photograph by Messrs. Frith & Co., Reigate.)

entrance from Burton Street, afford a remarkably handsome and well-arranged series of public offices for the corporate authorities of Nottingham. Not far distant is the popular Mechanics' Institution. A few minutes' walk to the south-east of the Market Place will bring us to the High Pavement, near which are the old parish church of St. Mary, a stately cruciform edifice remarkable for some good Perpendicular work, and the County Hall, a classical building of the eighteenth century. Two other large assembly-rooms are the Albert Hall in North Circus Street and the Masonic Hall in

Goldsmith Street. Perhaps the most noteworthy place of public resort is the Corporation Museum and Art Gallery, containing valuable collections of paintings, drawings, and specimens of the industrial arts, amongst which the local lace manufacture is largely represented. It occupies the substantial modern buildings that now stand on the site of Nottingham Castle, and are surrounded by picturesque grounds. Nottingham owns numerous medical charities, and of these some of the chief are the Nottingham General Hospital, the Hospital for Sick Children, the Midland Institution for the Blind, and the Lunatic Asylums on Coppice Hill and at Sneinton. In addition to the mother-parish of St. Mary's are the two churches respectively dedicated to St. Peter and St. Nicholas, the former of these being an edifice of some antiquity. The ecclesiastical district churches and Nonconformist chapels unitedly afford some two hundred places of worship. In Shakespeare Street is the Young Men's Christian Association, and the headquarters of the Young Women's Christian Association is in St. James's Street. Nottingham is well supplied with open spaces for outdoor recreation, the more noteworthy being its remarkably picturesque Arboretum, the pleasant common-lands known as The Forest, Queen's Walk Recreation Ground, and the Trent Meadows. The neighbourhood abounds in charming residential seats, amongst which are Wollaton Hall, the ancestral home of Lord Middleton, and Bestwood Lodge, the beautiful seat of the Duke of St. Albans.

Many natives of Nottingham have been distinguished in the fields of literature and art. As the birthplace of Paul Sandby it produced one of the earliest of our English painters in water-colours, and it will long be remembered for its associations with Henry Kirke White, the enthusiastic young poet. He received some encouragement from Southey, but in 1806, at the early age of twenty, succumbed to consumption while a sizar at St. John's College, Cambridge. A later luminary of the poetic world was Mr. Philip James Bailey, whose "*Festus*," first published in 1839, so greatly commended itself to the judgment of Tennyson. Sir Charles Fellowes (d. 1860), whose explorations in Asia Minor resulted in the discovery of valuable marbles, now in the British Museum, hailed from Nottingham, and the town was long associated with Dr. Marshall Hall (d. 1857), a skilful physician and a learned authority upon diseases of the nervous system. One of the most popular Englishmen of his day, the late Mr. John Walter (d. 1847), father of the present proprietor of the *Times*, represented Nottingham in Parliament. His services have been gracefully recognised by the erection of the Walter Memorial Fountain. *En passant*, we may remark that his son, the Mr. John Walter of to-day, who has so long and so ably maintained the public-spirited policy and prestige

of the leading journal, was also for many years a respected Member of Parliament for the borough. The late Mr. Samuel Morley (d. 1886), one of the leading manufacturers of the town, is commemorated by a statue which stands near to the Quadrant. Our notice of Nottingham worthies cannot be considered complete without a reference to the Rev. William Booth, born at the county town on the 10th of April, 1829, and doubtless better known as the General of the Salvation Army, which may be described as one of the most remarkable religious and social organisations of the century. Its huge cosmopolitan missionary operations are now carried on by a devoted band of 11,109 responsible officers in 38 countries and colonies, which contain 4,341 stations. Beyond its religious services, the social work of the Army embraces a vast organisation of rescue homes, slum-posts, prison-gate homes, food depôts, shelters, factories, and labour bureaux. Perhaps the best account of the Salvation Army and its founders will be found in an able pamphlet entitled "*Truth about the Salvation Army*," containing three papers respectively contributed by Mr. Arnold White, Mr. Francis Peek, and Archdeacon Farrar.

By means of the "*Midland Railway*" Nottingham enjoys advantageous railway communications with all parts of the United Kingdom. Being on the eastern main line between *St. Pancras Station* and the North, it owns direct express services to the Eastern Counties and the Metropolis, also to Sheffield, Leeds, Bradford, Glasgow, Edinburgh, Dundee, Aberdeen, Perth, and Inverness. The "*Midland*" route to Manchester and Liverpool, *via* Derby and the Peak District, affords one of the most delightful railway journeys in England. Amongst other noteworthy services are those that, *via* Trent, run to Derby or afford connections for Leicester, Ashby-de-la-Zouch, Burton, and Birmingham; also the branch trains to Mansfield, Southwell, Newark, and Lincoln. *Nottingham Station* is supplied with a letter-box, a telegraph office, bookstalls, and refreshment-rooms. Luncheon baskets can be obtained. The leading hotels are the "George," the "Flying Horse," the "Black Boy," the "Lion," and the "Caledonian Temperance Hotel." (*Population*—211,984.)

Daily Press—*Nottingham Daily Express*, 1860; *Nottingham Daily Guardian*, 1861; *Nottingham Evening News*; *Nottingham Evening Post*, 1878. Weekly—*Nottinghamshire Guardian*, 1846 *Nottinghamshire Weekly Express*, 1710.

Before pursuing our journey from NOTTINGHAM to the North we must notice those branch services from the county capital which act as tributaries towards the "*Midland*" traffic for Scotland. Travelling over the metals that extend in a north-easterly direction to



SOUTHWELL CATHEDRAL.

Southwell, Newark, and Lincoln, we pass CARLTON AND GEDLING, BURTON JOYCE, and LOWDHAM, ere we come to THURGARTON, once the seat of an Augustinian priory founded during the twelfth century by Walter Deinecourt. Its site is now occupied by the seat of the Bishop of Southwell; but the fine parish church, once part of the monastic buildings, still retains a Norman doorway and other vestiges of its antiquity. After running through BLEASBY and FISKERTON we reach ROLLESTON JUNCTION, where passengers exchange for

SOUTHWELL,

Fares from Nottingham
—1st, 2/2; 3rd, 1/4.
Return—1st, 4/4; 3rd, 2/8.

140 miles from St. Pancras, 16 from Nottingham and 22 from Lincoln. More than twelve centuries have elapsed since

Paulinus is said to have founded a Saxon church upon the site now covered by Southwell Minster, the cathedral of the new diocese, which comprehends the counties of Nottinghamshire and Derby. Owing to its intimate connection with the see of York, Southwell became a favourite place of residence with the prelates of the northern province, several of whom were interred near to their stately palace, here erected during the fifteenth century by Archbishops John Kemp and William Booth. The older portions of the cathedral are its massive Norman nave and western towers and the Early English choir, but it is also noteworthy for the Decorated chapter-house and some good examples of Perpendicular work. Its brass lectern originally belonged to the monks of Newstead Abbey. Amongst many interesting memorials is a handsome monument to Archbishop Sandys (d. 1588), whose godly life was quaintly commended by old Thomas Fuller. The present Bishop of Southwell is the Right Rev. George Ridding, D.D. In the neighbourhood of the cathedral are the singularly picturesque ruins of the Archbishop's Palace, some old gate-houses that led to the minster precincts, and other remains of mediæval buildings. At Southwell, on the 6th of May, 1646, Charles I. surrendered himself to the Scots Commissioners. During Lord Byron's schooldays at Harrow, his mother resided at Burgage Manor, and here the youthful poet was wont to spend his holidays, in 1806 signalised by the publication of his first book, "*Fugitive Pieces*," which was printed at Newark. The pleasantly-situated little town, which is governed by a Local Board, owns a Museum and a Free Library. In Queen Street is the General Post Office. The western continuation of the branch railway leads through KIRKCLINGTON AND EDINGLEY, FARNSFIELD, and BLIDWORTH, to MANSFIELD. The "Saracen's Head" is the leading hotel. (Population—2,831.) After our return to Rolleston Junction we cross the Trent, and presently perceive the ruins of Newark Castle on our right ere we pause at

NEWARK,

Fares from Nottingham—1st, 2/3; 3rd, 1/5. Return—1st, 4/6; 3rd, 2/10

17 miles from Nottingham and 16 from Lincoln. Few of the smaller Midland market towns have so much historical interest as the ancient borough of Newark-upon-Trent. In the present day it is chiefly remarkable as an agricultural and engineering centre, also as the seat of extensive maltings, breweries, flour mills, and cement works. Although Newark was a Roman station and the site of a Saxon stronghold, it acquired far greater importance after the completion of a Norman castle by Alexander, Bishop of Lincoln, which fortress ultimately became the cause of sharp contentions

between the English kings and their barons. On the 18th of October, 1216, it witnessed the death of King John. Perhaps the most heroic period of its history occurred during the great Civil War, when on behalf of the King the garrison of Newark Castle successfully withstood three prolonged sieges by the Parliamentarians,



RUINS OF NEWARK CASTLE.

and at last, on the 8th of May, 1646, only surrendered in obedience to an order from its royal master, Charles I., who was then held captive by the Scots. At the conclusion of hostilities the castle was dismantled, but portions of its massive masonry still stand on the banks of the Trent, here laid out in attractive public gardens. The principal architectural ornament of Newark is its magnificent parish church, dedicated to St. Mary Magdalene, a grand Perpendicular composition distinguished by a lofty spire. It contains several

interesting brasses, including a celebrated memorial to Allan Fleming, who died in 1361. Not far distant is the Grammar School, founded in 1529 by Archdeacon Thomas Magnus. Amongst the public buildings of this substantial town are the Town Hall, the Corn Exchange (where a weekly market is held on Wednesday), the imposing Gilstrap Free Library, the Newark Stock Library, the Mechanics' Institute, and the highly ornamental Ossington Coffee Palace, given to the town by Viscountess Ossington. In Carter Gate is the General Post Office. Thursday is an early-closing day. The station is supplied with a letter-box and a book-stall. The leading hotels are the "Clinton Arms," the "Saracen's Head," and the "Ram." (*Population*—14,457.)

Press—*Newark Advertiser*, 1854; *Newark Herald*, 1791.

The next stage of our journey will lead us to COLLINGHAM, the birthplace of the famous composer, Dr. John Blow, and thence across the Nottinghamshire border into the great agricultural county of Lincolnshire, through which we speed towards SWINDERBY, THORPE-ON-THE-HILL, HYKEHAM, and

LINCOLN

(*For Grimsby, Cleethorpes, and Hull*).

Fares from Nottingham—1st, 4/4; 3rd, 2/4. Return—1st, 8/8; 3rd, 5/5.

33 miles from Nottingham, 49 from Derby, and 60½ from Leicester. Amongst the great cathedrals of England the historic fame of Lincoln stands in the first rank. Its surrounding city is not only remarkable for the Newport Gate, one of the most interesting relics of the Roman occupation to be found in England, but also contains the massive remains of Lincoln Castle, one of the eight great strongholds built by William the Conqueror. Since the days when Bishop Remigius, Bishop Alexander, and Bishop Hugh of Avalon successively set their hands to the erection of the great church which here dominates the hills that overlook the wide valley of the Witham, changes many and changes great have swept across the ancient diocese of Lincoln. But the designs of these wise master-builders were steadily pursued by their like-minded successors—William of Blois, Hugh of Wells, and Robert Grosseteste—until in 1280 the last stone was laid of the cathedral dedicated to the Blessed Virgin Mary, substantially the same grand pile of Gothic work which now greets the eyes of passengers who are travelling towards Lincoln. While this huge fabric still retains much of its earlier Norman work, especially in its elaborately-decorated west front, the cathedral is mostly characteristic of the Early English and the Decorated periods, although it likewise comprises portions of the Perpendicular era. The imposing central tower, the celebrated

Angel Choir, the fine Galilee Porch, and the chapter-house are perhaps the details that best deserve attention. In the same neighbourhood are the Vicar's Close and the ruins of the Bishop's Palace. The Right Rev. Edward King, D.D., is now the Bishop of Lincoln. As may be imagined, Lincoln is also remarkable as an



LINCOLN CATHEDRAL, FROM THE WITHAM.

educational centre, which embraces such foundations as the Schola Cancellarii, the Diocesan Training College for Schoolmasters, Lincoln Grammar School, Lincoln Middle-Class School, and Christ's Hospital. High Street, the chief thoroughfare of the old city, is crossed by a quaint mediæval gateway known as the Stone Bow, over which is the Guildhall. Higher up on the hillside is the Jew's House, a curious Norman dwelling, and still higher, on the summit

of the well-named Steep Hill, stand the cathedral and the castle. Within the enclosed area of the castle walls, approached by a Norman gate-house, are the modern County Hall and Assize Courts; while the cathedral close is entered by the Exchequer Gate. Lincoln is exceedingly well supplied with churches and chapels, and some of its finer public buildings include the School of Science and Art, the Corn Exchange (where a market is held on Friday), the Masonic Hall and Concert Room, the Lincoln Club, and the General Post Office in Guildhall Street. Its favourite resorts for outdoor recreation are the beautiful Arboretum, which, like all the upper portions of the city, commands magnificent views; Carholme Common, where races are held in May and October; and a wide expanse of water at Brayford. From a commercial aspect Lincoln may be regarded as an agricultural capital which contains immense engineering and implement works, widely known for their output of engines, thrashing-machines, ploughs, and machinery for mining, milling, and the generation of electricity. Flour mills, with cattle-food and chemical-fertiliser works, also employ numerous hands. Wednesday is an early-closing day. Although a terminus for certain "*Midland*" trains, passengers can here exchange carriages for the "*Manchester, Sheffield and Lincolnshire*" services, which proceed to *Grimsby* and *Cleethorpes*, also with those that run to New Holland in connection with the ferries that cross the Humber to *Hull*. The *Midland Station* is supplied with a bookstall. The leading hotels are the "*Saracen's Head*," the "*Great Northern*," the "*White Hart*," and the "*Albion*." (*Population*—41,491.)

Press—*Lincolnshire Chronicle*, 1832; *Lincoln Gazette*, 1859.

Again departing by a branch service from Nottingham, we will travel northward over a line that extends through Mansfield to Worksop. Shortly after leaving the route to Trent on our left, we pass LENTON, and gain a glimpse of Wollaton Hall, the stately Elizabethan seat of Lord Middleton, before we run through RADFORD, and bear away from the main line to Scotland. After a pause at BASFORD we leave on our left a branch that, via WATNALL and KIMBERLEY, affords communication with ILKESTON. Then we approach BULWELL and HUCKNALL, a village on our left containing the church within which rest the remains of Lord Byron, the great poet whose course was so prematurely closed by his death at Missolonghi on the 19th of April, 1824. LINBY is succeeded by NEWSTEAD, a station visited annually by English and American tourists intent on pilgrimages to Newstead Abbey, the scene of Byron's brightest hopes and deepest disappointments. Saving Byron's own poetic sketch of the grey mediæval building—which stands within a park about a mile to the right of the railway—none,

perhaps, have more truly summed up its characteristics than Washington Irving, who speaks of it as "one of the finest specimens in existence of those quaint and romantic piles, half-castle, half-convent, which remain as monuments of the olden times of



NEWSTEAD ABBEY.

England. It stands, too, in the midst of a legendary neighbourhood, being in the heart of Sherwood Forest and surrounded by the haunts of Robin Hood and his band of outlaws, so famous in ancient ballad and nursery tale. It is true that the forest scarcely exists but in name, and the tract of country over which it extended its broad solitudes and shades is now an open smiling region, cultivated with parks and farms and enlivened with villages." The

religious house here founded by Henry II. in 1170 for Augustinian canons was at the time of the Dissolution bestowed by Henry VIII. upon Sir John Byron, an ancestor of the poet. Judging from its remains, the original pile must have been an exquisite example of Early English work, especially noteworthy for its church, now a picturesque ruin. It adjoins those residential portions of Newstead Abbey which still comprise such features of interest as the grey cloisters surrounding a grassy quadrangle and leading to the old chapter-house, transformed into a private chapel; the refectory, now a stately dining-hall; and the Abbot's parlour, used as a delightful breakfast-room; also the apartments that were respectively occupied by Edward III., Henry VII., and Charles II. But its greater attractions will be found in the two chambers known as Lord Byron's bedroom and dressing-room, still retaining the aspects and furniture under which they were familiar to that great poet but erratic genius, whose character has been aptly summarised by one of his latest biographers, Professor Nichol, as that of one who "to the last was an aristocrat in sentiment, a democrat in opinion." This magnificent residence, with its matchless gardens and finely-timbered park, is now the property and seat of Mr. William Frederick Webb, D.L., J.P.

Within a mile of Newstead we pause at ANNESLEY, which will ever be associated with the memories of Mary Chaworth, the beautiful heiress of Amesley Hall, but better known as Byron's "bright morning star of Annesley," whose rejection of the poet's suit blighted his best aspirations and left him a life-long sorrow. Annesley Hall, a fine ancestral mansion surrounded by a park, lies to the left, and is the seat of Mr. John P. Chaworth Musters, J.P. Five minutes later we pass KIRKBY, and, after effecting a junction with the line on our left from PYE BRIDGE and PINXTON, proceed to SUTTON JUNCTION, where passengers exchange for the short branch to SUTTON-IN-ASHFIELD, a small town of Nottinghamshire with a population chiefly employed in hosiery factories, collieries, and lime-works. About two miles north of Sutton Junction we are joined on our right by a line that, *via* BLIDWORTH, FARNSFIELD, and KIRKLINGTON AND EDINGLEY, communicates with SOUTHWELL. Our next pause occurs at

MANSFIELD.

Fares from St. Pancras - 1st, 18/1; 3rd, 11/3. Return - 1st, 36/2; 3rd, 22/5.

141 miles from St. Pancras and 17 from Nottingham. This substantial market town of Nottinghamshire occupies a salubrious site on the southern borders of Sherwood Forest, which, during the last half-century, has been gradually absorbed by enclosures. Although the town is of considerable antiquity and was undoubtedly the site

of a Roman station, it is now principally noteworthy for its valuable stone quarries, sand pits, and iron foundries, also for yarn, boot, and other industrial factories. As an agricultural centre it owns weekly markets on Thursday and Saturday, while cattle sales are held on Monday. Mansfield possesses direct railway communication southward with Nottingham; eastward, *via* Southwell, with Newark and Lincoln; and northward with Worksop. Its westward branch lines afford access, *via* Hardwick Hall and Bolsover Castle, to Chesterfield, *via* Teversall to Alfreton, and *via* Pye Bridge and Ambergate to Derby. Its more noteworthy public buildings include an ancient parish church dedicated to St. Peter, the Town Hall, and the Mechanics' Institute. The General Post Office is in the Market Place. Wednesday is an early-closing day. At the railway station are a letter-box and a bookstall. The leading hotels are the "Midland" and the "Swan." (*Population*—15,925.)

Press—*Mansfield Advertiser*, 1871; *Mansfield Reporter*, 1857.

Resuming our journey by one of the branch services that depart from Mansfield, we soon reach MANSFIELD WOODHOUSE, where the late Major Hayman Rooke discovered a Roman villa. It is the point of divergence for the trains that travel *via* PLEASLEY, ROTHORN AND HARDWICK, GLAPWELL, PALTERTON AND SUTTON, and BOLSOVER to NETHERTHORPE, STAVELEY, WHITTINGTON, and CHESTERFIELD. Other services afford communication *via* PLEASLEY, TEVERSALL, WHITEBOROUGH for *Hucknall Huthwaite*, TIBSHELF AND NEWTON, and WESTHOUSES AND BLACKWELL to ALFRETON AND SOUTH NORMANTON, a station on the main line between Trent and Chesterfield. Still proceeding northward, we run through SHIREBROOK—so named from a grove of trees marking the county boundaries of Nottingham, York, and Derby—LANGWITH, and ELMTON AND CRESWELL, etc. we leave on our left the line that, *via* CLOWN, extends to CHESTERFIELD, and run forward through WHITWELL to

WORKSOP

(*For Retford, Gainsborough, Grimsby, and Hull*).

Fares from Nottingham—1st, 3/6; 3rd, 2/2. Return—1st, 7/6; 3rd, 4/5.

32 miles from Nottingham *via* Mansfield, and 15 from Mansfield. The pleasantly-situated county town of the well-known "Dukeries" may be described as one of those comfortable settlements that formerly flourished around the wealthy religious houses of the Middle Ages. Worksop Priory, a brotherhood of Austin canons, was founded by William de Lovetot about 1103, being one of the earliest monasteries of the period, for Welbeck Abbey, a

Præmonstratensian foundation, dated from 1140, while the Cistercian houses at Roche and Rufford were not in existence before 1147 and 1148. As a natural result, Worksop was recognised as the mother-monastery of the district. Under the fostering care of the Lovetots, Furnivals, Nevilles, and Talbotts, successively the lords of Worksop, the priory greatly flourished, and its magnificent church, dedicated to SS. Mary and Cuthbert, still remains as a memorial of its mediæval glories. Other portions of the priory buildings are the gate-house, a fine example of Gothic work, and the tiny chapel of St. Mary. Beyond the priory church, the town contains the usual places of worship and public buildings of a prosperous county centre in which agriculture, malting, and the timber trade are the more flourishing staple industries.

Within a delightful drive of Worksop lies the beautiful sylvan countryside known as Birkland and Bilhagh, a tract of some three thousand acres reserved from the wide woodlands of Sherwood Forest, and renowned for its stately oaks. Nearer to the town are Welbeck Abbey and Clumber Park, two of the noble ducal seats which have bestowed a title on their surroundings. The latter mansion, rather more than two miles from Worksop Church, is the residence of the Duke of Newcastle, whose demesne extends over park-lands of some four thousand acres, in which the stately terraces, pleasure-grounds, and extensive lake are the chief features of a lovely landscape. Welbeck Abbey, the seat of the Duke of Portland, is some four miles from the town. It is approached by a subterranean road two miles in length, one of a unique series of vast underground halls and tunnels constructed at an enormous expense by the late Duke, and of which the more remarkable are the picture gallery, the library, and the ball-room. Not far from the mansion are the spacious riding-school, probably the finest in Europe, and the hunting stables, which are arranged around an immense quadrangle. South of Clumber is Thoresby Park, the fine Elizabethan seat of Earl Manvers and the birthplace of Lady Mary Wortley Montague, the sprightly genius who provoked the animadversions of Pope. Rufford Abbey is the seat of Lord Savile, and Sandbeck Park, some distance to the north of Worksop, is the ancestral residence of Earl Scarborough. Worksop Manor, which contains the castle hill, formerly a site of the Lovetots' baronial stronghold, is now the residence of Mr. John Robinson. *Worksop Station* is supplied with a letter-box, a telegraph office, and a bookstall. Certain "*Midland*" trains continue their run through *Checker House* to *Retford*; but connections can be made at Worksop with the "*Manchester, Sheffield and Lincolnshire*" services to *Retford*, *Gainsborough*, *Grimsby*, and *New Holland* for *Hull*. The "*Lion*" and the "*Royal*" are the leading hotels. (*Population*—12,734.)

Again returning to NOTTINGHAM, and resuming our journey thence towards Sheffield, Carlisle, Glasgow, Edinburgh, Perth, and Aberdeen, we rapidly run through LENTON and RADFORD, ere we rejoin the Erewash Valley main line at TROWELL. Speeding northwards, we now successively pass ILKESTON JUNCTION and COSSALL, SHIPLEY GATE, LANGLEY MILL AND EASTWOOD, CODNOR PARK, PYE BRIDGE, ALFRETON AND SOUTH NORMANTON, WESTHOUSES AND BLACKWELL, and DOE HILL, on our way to CLAY CROSS, where we effect a junction with the main line from Bournemouth, Bristol, Birmingham, and Derby. Some four miles northward we arrive at CHESTERFIELD (see page 109), the point at which we left our travellers who approached *via* Leicester. Having described the route of those expresses travelling towards Scotland over the original trunk road *via* WHITTINGTON, STAVELEY, ECKINGTON AND RENISHAW, KILLAMARSH, WOODHOUSE MILL, and TREETON to MASBOROUGH, we will now run over the main line that extends through Sheffield.

Leaving Chesterfield we come to SHEEPBRIDGE, with its extensive ironworks, on our left; while away to the right is Whittington, where still stands the cottage, known as the Revolution House, identified with the great constitutional rising of 1688. Through UNSTON we now reach DRONFIELD, a small Derbyshire town, celebrated for its production of tools and agricultural implements. Its finely-situated parish church contains several monumental brasses. After piercing the millstone grit by Bradway Tunnel, we cross the Sheaf and approach DORE AND TOTLEY, where our main line is joined by the Dore and Chinley section of the "*Midland Railway*," a new route affording the means of direct communication between Manchester and Sheffield. Within another mile we sweep by BEAUCHIEF, noteworthy for the fragmentary ruins of Beauchief Abbey, a Præmonstratensian house founded about 1174 by Robert Fitz Ranulph. Farther away to the right lies Norton, the native village of Sir Francis Legatt Chantrey, the carpenter's son whose unaided genius produced the sculptures that are now recognised amongst the greatest treasures of British art. At his death in 1841 he bequeathed his fortune to the nation, by whose representatives it is still administered as the "Chantrey Bequest" for the encouragement of native art. Crossing and recrossing the Sheaf, we successively enter Yorkshire and Derbyshire, then pass MILL HOUSES AND ECCLESALL, and finally find ourselves within the West Riding of Yorkshire, a vast tract of 1,770,359 acres, which itself exceeds the area of any English county, and contains a population of 2,441,164 inhabitants. Little more than a mile beyond HEELEY the "*Midland Scotch Express*" pauses at

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Fares from St. Pancras—1st, 20 11; 3rd, 13 1.	Return—1st, 41/10; 3rd, 26/2.
.. .. Bristol— .. 22 11; .. 13 11. 45/10; .. 27/10.
.. .. Glasgow— .. 37 6; .. 20 6.	.. .. 69/8; .. 39/8.
.. .. Edinburgh— .. 37 ..; .. 20 6.	.. .. 69/8; .. 39/8.



ARMS OF SHEFFIELD.

158½ miles from St. Pancras, 59½ from Leicester, 40½ from Nottingham, 36½ from Derby, 249½ from Bournemouth, 170½ from Bristol, 78½ from Birmingham, 39½ from Leeds, 53 from Bradford, 277½ from Glasgow, 250½ from Edinburgh, 298 from Perth, and 378 from Aberdeen. Centuries ago Sheffield must have had a wide reputation for its production of cutlery, for old Geoffrey Chaucer, in his "*Canterbury Tales*," referred to a "Sheffield thwytel." But it was not

until the middle of the eighteenth century, when worthy Benjamin Huntsman, after years of experiments, had perfected his discovery of cast-steel, that Sheffield manufactures were fairly embarked on that career of success which has led to their exportation throughout the civilised world. Beyond the fact that the Saxon Walthoofs were the lords of Hallamshire before the Norman Conquest, we know little of its earlier history. But after that eventful period we find that the Lovetots, the Furnivals, and the Talbots here successively held their baronial sway and maintained a stately castle. The sixth peer of the latter race—George, Earl of Shrewsbury, and husband of the celebrated Elizabeth of Hardwick—was for a time the custodian of Mary Queen of Scots, who spent a portion of her weary captivity in his stronghold and Manor House at Sheffield. During the Civil War between the King and his Parliament, Sheffield was alternately held by the two contending parties, but after the eventful battle of Marston Moor finally submitted to the rule of the Commonwealth. Its later history has been associated with the preparation of munitions for war and defence rather than with any experience of their use; but its busy industrial population has likewise been equally absorbed in the production of tools, implements, and the countless articles of utility and ornament that mark the era of peace and mercantile prosperity.

It would be a matter of impossibility either to name all the sons and daughters of Sheffield who have worthily distinguished themselves in the past, or those who are still identified with the national well-being. We have already spoken of Sir Francis Chantrey, the sculptor of Norton, but we have yet to remind our readers that

another of Sheffield's Royal Academicians was Thomas Creswick (d. 1869). In Sir William Sterndale Bennett (d. 1875), composer of "*The May Queen*" and "*The Woman of Samaria*," Hallamshire produced a musician of the first rank, who won the warm commendation



THE CUTLERS' HALL, SHEFFIELD.

of Mendelssohn and Schumann; also in Samuel Bailey (d. 1870), a celebrated philosopher and Shakespearian critic. Sir John Fowler, who designed the Forth Bridge; Mr. Thomas Andrews, an eminent metallurgical engineer; Professor Joseph Agar Beet, a Wesleyan divine; and Mrs. M. A. Everett Green, an authoress of considerable popularity are also natives of Sheffield. In Dr. James Moorhouse,

Sheffield has bestowed on Manchester a faithful prelate who worthily fills the chair of Bishop Fraser.

Before referring in detail to the vast metal industries that flourish in Sheffield and throughout its associated townships we should perhaps remark that the staple cutlery interest has since 1624 been controlled by the Cutlers' Company. This influential local corporation is presided over by the Master Cutler, whose annual election in September is celebrated by the Cutlers' Feast, which takes place in the banqueting-hall of the Company's headquarters in Church Street. Amongst the typical firms whose various productions in steel and iron have contributed to the fame of Sheffield, we should notice Messrs. John Brown and Company, Limited, and Messrs. Charles Cammell and Company, Limited, who direct two of the largest works employed in the production of steel armour-plates; while the casting of large guns, shot, and shell is carried on by Messrs. Vickers, Son, and Company, Limited; Thomas Firth and Company, Limited; the Hadfield Steel Foundry Company, Limited; and Messrs. Jessop and Sons, Limited. Similar heavy operations are needed in the output of railway plant, an industry peculiarly identified with the names of Messrs. Thomas Turtton and Sons, Limited, and Messrs. H. Bessemer and Company, Limited. Handsome designs in stoves, grates, and other decorative ironmongery are largely manufactured by Messrs. Steel and Garland, also by Messrs. Newton Chambers and Company, Limited. Last, but not least, in the roll of industrial centres connected with the steel metropolis we will mention Messrs. Joseph Rodgers and Sons, Limited, as a well-known corporation of cutlers which is peculiarly typical of the enterprise that has characterised Sheffield's historic staple. One of the most interesting collections that illustrate the various aspects and applications of the great cutlery industry is afforded by the splendid showrooms of the firm, which are freely open to the inspection of visitors. Warm commendation may likewise be freely accorded to Messrs. Walker and Hall and Messrs. Mappin and Webb, the two firms whose names are synonymous with the highest art examples of electro-plate. The principal goods depôt of the "*Midland Railway*" is *Wicker Station* in Savile Street, an immense range of buildings and yards now in the course of reconstruction at a cost of £170,000.

Chief amongst the numerous ecclesiastical buildings of Sheffield is its large parish church, dedicated to St. Peter. This handsome edifice, mostly erected during the Perpendicular period, occupies the site of an earlier Norman foundation, and is distinguished by its embattled central tower, from which rises a lofty crocketed spire. Amongst the many memorials that are scattered throughout the interior the more interesting will be found within the Shrewsbury

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Chapel, where are the stately monuments of the Talbots, including an altar-tomb in memory of George, sixth Earl of Shrewsbury. As a centre both for elementary and higher education the city of Sheffield offers many advantages, being especially remarkable for the fine buildings that are here provided for the accommodation of art and technical classes. The older scholastic foundation is the Royal Grammar School, established in 1603 by the bequest of Thomas Smith, an attorney of Crowland in Lincolnshire, and subsequently incorporated in 1604 by letters patent of James I. It occupies an imposing pile of buildings in Collegiate Crescent, Bromhall Park, and is under the headmastership of the Rev. E. Senior, M.A. The High School for Girls, affording an education of a similar class, is situated in Rutland Park. Another scholastic institution is the handsome Wesley College in Glossop Road, of which the Rev. V. W. Pearson is the headmaster. It is an imposing structure of the Corinthian order, and was erected during 1838 at a cost of £25,000. Ranmoor College is a theological institution for the preparation of ministers who are associated with the Methodist New Connexion.

Reverting to the provision for art and technical subjects, and also for the various classes connected with the higher branches of education, our attention is naturally directed to the Firth College in Bow Street, a handsome pile of well-appointed buildings erected through the munificence of the late Alderman Mark Firth, with a view to perpetuate and extend the benefits of the University Extension movement. In St. George's Square is the Sheffield Technical School, which contains machine-shops, a laboratory, and every facility for the efficient conduct of those metallurgical, engineering, and other classes that are more peculiarly identified with the staple of the city and district. The School of Art in Arundel Street is especially noteworthy for its valuable collection of casts. Within a short distance of the city is the celebrated Ruskin Museum, associated with St. George's Guild, which has been established under the auspices of Professor John Ruskin. It now occupies a suitable building standing within the picturesque precincts of Meersbrook Park, and comprises singularly valuable collections of drawings, paintings, illuminations, and casts; also rare specimens in natural history and mineralogy, the latter series being remarkable for the extent and value of its precious stones. Its examples of higher literature embrace a complete set of the matchless works issued from time to time by Professor Ruskin. Institutions of similar purpose, but of far larger proportions, are the Public Museum and the Mappin Art Gallery, both of these being situated in Weston Park. The latter was erected with the proceeds of a bequest made by the late Mr. J. Newton Mappin for the purpose of providing a public



THE TOWN HALL, SHEFFIELD.

gallery for the pictures left by him to the city of Sheffield. It contains a magnificent collection of nearly three hundred pictures, many of these being by the first modern masters.

Sheffield will shortly possess a remarkably imposing pile of Municipal Buildings, erected at a cost of some £90,000 from the designs of Mr. C. W. Mountford, F.R.I.B.A. Its Town Hall is in Castle Street. The remaining public buildings include some of the principal places for assemblies, such as the grand Albert Hall—containing a splendid organ—the Masonic Hall, the Westenholme Memorial Hall, the Montgomery Hall, and other commodious buildings of their class. The Theatre Royal is in Tudor Street, and the Alexandra Theatre is near to the Cattle Market. Some of the chief literary resorts are the Central Free

Library in Surrey Street, with its branches at Upperthorpe, Brightside, Highfield, and Attercliffe. The Sheffield Subscription Library is also in Surrey Street. The Athenæum Club is in George Street. Sheffield possesses ample accommodation in the way of public baths; and its commodious markets, which include the Norfolk Market Hall and the Fitzalan Market Hall, are amongst the finest buildings of their class to be seen in the North of England. The handsome premises of the Young Men's Christian Association are in Fargate, where close is the Queen's Jubilee Memorial. In the Haymarket is the General Post Office, and the fine Corn Exchange occupies a site in the New Haymarket. The chief markets are held on Tuesday and Saturday. Like many other great towns of Yorkshire and Lancashire, Sheffield owns numerous medical charities, of which the more noteworthy are the Sheffield Infirmary, the Lodge Moor Hospital, and the Sheffield Children's Hospital.

Few, if any, of the great manufacturing cities of England can claim so fair a framework of natural beauty as that which surrounds the smoke-bedimmed buildings of Sheffield. Owing to its situation at the convergence of the valleys through which flow the Don, the Loxley, the Rivelin, the Sheaf, and the Porter, the suburbs of this populous West Riding town comprise a most picturesque combination of steep wooded hills and deep verdant ravines, that afford delightful sites for parks or villa residences commanding magnificent views. On the northern outskirts of the town, and some two miles from St. Peter's Church, lies the beautiful Firth Park. About the same distance southwards is Meersbrook Park, surrounding the mansion that contains the Ruskin Museum; while Norfolk Park is on the east and somewhat nearer the town. Amongst the favourite pleasure resorts of the western suburbs the more attractive are Weston Park, containing the Public Museum and the Mappin Art Gallery; the charming sylvan retreat known as the Endcliffe Woods, recently acquired by the Corporation; and the Botanical Gardens. Hillsborough Park is some distance to the north-west. Still further in this direction, and overlooking the deep valley of the Don, are the celebrated tracts of rocky woodlands known as Wharfedale Chase. It extends over some two thousand acres, and on Monday, Wednesday, and Saturday is open to the public.

Owing to its situation on the trunk line of the "*Midland Railway*," Sheffield enjoys direct express communication with the Metropolis (*St. Pancras Station*) *via* Nottingham or *via* Leicester, with the Eastern Counties, *via* Lynn; also with Leeds, Bradford, the Lake District, Belfast and North Ireland, Glasgow, Edinburgh, Perth, Inverness, Dundee, Aberdeen, and all parts of the Scottish Highlands. Similar services afford access to Hull (*via* Milford Junction or *via* Cudworth), York, Scarborough, Durham, and

Newcastle-upon-Tyne; while Matlock and the Peak District are approached *via* Ambergate. Through expresses will shortly be available *via* Dore and Chinley to Castleton, Manchester, and Liverpool. Other services run, *via* Derby, to Burton-upon-Trent, Birmingham, Worcester, Cheltenham, Gloucester, and Bristol for the West of England, also to Bath and Bournemouth. Certain through carriages run, *via* Cheltenham, to Southampton. By an exchange at Worcester passengers may reach Great Malvern, Hereford, Brecon, and Swansea. Amongst the local services from Sheffield are the trains that proceed *via* Chesterfield and Ambergate to Derby, *via* Masborough to Rotherham, *via* Swinton to Doncaster, *via* Knottingley to York, and *via* Eckington and Staveley to Chesterfield. *Sheffield Station* is supplied with a letter-box, a telegraph office, a bookstall, refreshment-rooms, and a dining-room on the down platform; also with a refreshment-room on the up platform. The leading hotels are the "Royal Victoria," the "Wharnccliffe," the "King's Head," the "Clarence," the "George," the "Angel," the "Royal," the "Black Swan," the "Maunche," the "Midland Station," and the "Albany," an excellent temperance hotel. (*Population*—324,243.)

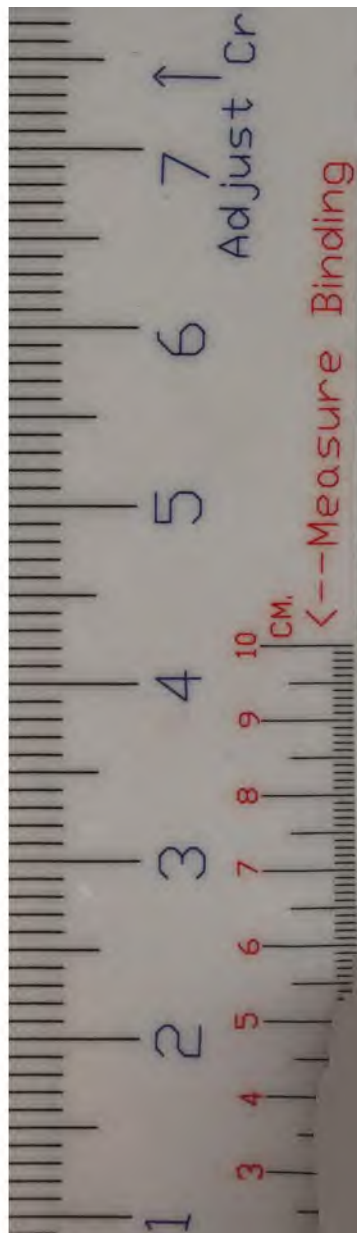
Daily Press—*Sheffield Daily Telegraph*; *Sheffield Evening Telegraph and Star*, 1887; *Sheffield and Rotherham Independent*, 1819; *Sheffield Sporting News*, 1886. Weekly—*Sheffield Weekly Independent*; *Week*, 1888; *Weekly Telegraph*, 1862.

Intimately connected with the interests of Sheffield is the manufacturing centre of Rotherham. It is reached by numerous local services that travel over "*Midland*" metals *via* ATTERCLIFFE RAAD, BRIGHTSIDE, WINCOBANK, and HOLMES direct to

ROTHERHAM.

Fares from St. Pancras—1st, 21/4; 3rd, 13/1. Return—1st, 42/8; 3rd, 26/2.

164½ miles from St. Pancras and 176¼ from Bristol. This ancient market and manufacturing town owns a remarkably handsome cruciform parish church, of the Perpendicular period. Rotherham Grammar School, originally a fourteenth-century foundation, occupies the fine modern Gothic buildings recently erected for the Independent College, now amalgamated with the Airedale College at Bradford. Amongst the chief public buildings are the School of Science and Art, the Public Baths and Free Library, the Council House, the Court House, St. George's Hall, and the Rotherham Club. In Westgate is the General Post Office. Rotherham Park and Clinton Park are two pleasant recreation grounds. Hotels—the "Ship" and the "Crown." (*Population*—42,050.) Press—*Rotherham Advertiser*, 1858.





VIEW OF THE HIGH TOR, MATLOCK, DERBYSHIRE.
(From a photograph by F. Barber, of Matlock Bridge.)

BOOK TO MATLOCK BRIDGE STATION FOR MATLOCK BANK.

THE
ATTRACTIONS
OF
**MATLOCK
BRIDGE,**
AND
WHERE TO STAY.

THE charms of the Peak District, embracing some of the most beautiful Scenery of the Country, can never be too highly extolled, and no spot is so good as Matlock as a centre for visiting the district. Particulars will be found in other pages, but it may here be said that those who are seeking health or pleasure will find all that they can desire in a visit to much-favoured Matlock.

WHERE TO STAY—THE
"DALEFIELD" HYDROPATHIC ESTABLISHMENT.

TARIFF
ON
APPLICA-
TION.

Cable Tram
within two
minutes' walk on
the level.

MODERATE
TERMS.



THE DALEFIELD HYDROPATHIC ESTABLISHMENT, MATLOCK BANK.

"DALEFIELD" stands in its own grounds amidst charming scenery, and is highly spoken of by Visitors.

ESTD.
1862.

"DALEFIELD" was built expressly for a Hydro, and possesses every modern convenience for the comfort of Visitors.

MR. & MRS. GEO. B. BARTON, PROPRIETORS.



WINGFIELD MANOR, AN EXCURSION FROM MATLOCK.

(From a photograph by F. Barber, of Matlock Bridge.)

THE ATTRactions OF MATLOCK BRIDGE

AS A CENTRE FOR
HYDROPATHY,

AND FOR VISITING

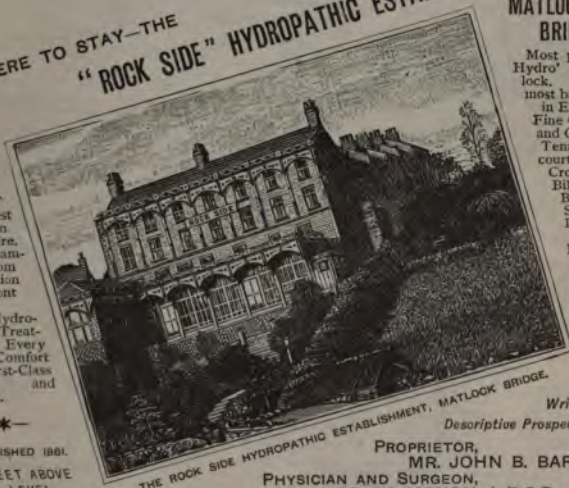
CHATSWORTH, HADDON HALL,
WINGFIELD MANOR, DOVE DALE,
HARDWICKE HALL,
THE PEAK DISTRICT,

And many other spots of great interest
situated amidst the boldest and most
picturesque scenery in England.

WHERE TO STAY—THE
“ROCK SIDE” HYDROPATHIC ESTABLISHMENT,

AMIDST
grandest
scenery in
Derbyshire.
Cable Tram-
way from
near Station
to Front
Gate.
Full Hydro-
pathic Treat-
ment. Every
Home Comfort
and First-Class
Cuisine and
Catering.

ESTABLISHED 1881.
800 FEET ABOVE
SEA LEVEL.



THE ROCK SIDE HYDROPATHIC ESTABLISHMENT, MATLOCK BRIDGE.

MATLOCK BRIDGE.

Most popular
Hydro' in Mat-
lock. Enjoys
most bracing air
in England.
Fine Gardens
and Grounds.
Tennis (two
courts), Bowls,
Croquet, &c.
Billiards and
Bagatelle.
Splendid
Drawing,
Dining,
Recreation
and
Smoking
Rooms.



Write for
Descriptive Prospectus to the

PROPRIETOR,
MR. JOHN B. BARDSLEY.
PHYSICIAN AND SURGEON,
DR. W. MOXON, L.R.C.P., M.R.C.S.



DARLEY CHURCH.

(From a photograph by F. Barber, of Matlock Bridge.)

THE
ATTRACTIONS
OF
**DARLEY
DALE,**
NEAR TO
MATLOCK BRIDGE,
AND
WHERE TO STAY.

FOR enjoying in delightful quietude the charming scenery of Derbyshire, apart from the noisy rush of excursionists, but few spots can equal Darley Dale.

WHERE TO STAY—THE
DARLEY DALE HYDROPATHIC ESTABLISHMENT

AND
**HEALTH
RESORT.**

CLOSE to Matlock Bridge, and within easy distance of Chatsworth, Wingfield Manor, Haddon Hall, Rowsley, and numerous other places of interest, its attractions are much appreciated by visitors.

POSTAL ADDRESS:
**DARLEY DALE
HYDRO, NEAR
MATLOCK.**



THE DARLEY DALE HYDROPATHIC ESTABLISHMENT, MATLOCK.

WITHIN 15 minutes' drive of Matlock Bridge Station, and five minutes' of Darley Dale Station; the former will generally be found more convenient. The carriages of the establishment meet every train when desired.

Physician:
Dr. W. MOXON, L.R.C.P., M.R.C.S.
Proprietor: **Mr. W. ATKINS.**



CHATSWORTH HOUSE.

THE
ATTRACTIONS
 OF
CHATSWORTH
 AND
 WHERE TO STAY.

CHATSWORTH House is one of the most magnificent ancestral homes of England. By the courtesy of its ducal owner the mansion, gardens, grounds, and park are, during certain hours, freely accessible to the public.

WHERE TO STAY—THE
BASLOW HYDROPATHIC ESTABLISHMENT.

OVERLOOKING AND IN CLOSE PROXIMITY TO CHATSWORTH PARK.



THE BASLOW HYDROPATHIC ESTABLISHMENT, CHATSWORTH.

FIRST
 CLASS
 TABLE.

TABLE
 D'ÔTE
 AT 6.30.

COMFORT
 COMBINED
 WITH LUXURY.

Terms from
 £2 12s. 6d. per
 week.

In the most
 charming
 scenery of
 Derbyshire, in
 its own
 grounds of
 11 acres.
 Lawn Tennis
 Courts,
 asphalt
 and grass.
 Bowling
 Green.
 Golf
 Links at
 a short
 distance.

ADDRESS
 FOR PARTICULARS
 MANAGER,

Baslow, *via* Chesterfield.

'Bus meets train at Rowsley. 'Bus from
 Sheffield Monday, Tuesday and Saturday.

BUXTON

OWNS DIRECT RAILWAY COMMUNICATION with LONDON, MANCHESTER, LIVERPOOL, BIRMINGHAM, AND ALL THE GREAT CENTRES OF POPULATION. It is also easily reached from all parts of the South and West of England, the Midlands, North Wales, and Ireland; and from the North of England and Scotland.



THE CRESCENT AND BATHS, BUXTON.

THE ATTRactions OF BUXTON

AS A HEALTH OR
WINTER RESORT,
AND WHERE TO STAY.

BUXTON is pleasantly situated in a lovely valley, surrounded by lofty hills one thousand feet above sea-level, in the centre of the picturesque Peak of Derbyshire. As a health and bathing resort, it occupies a foremost position. The thermal waters, charged in a remarkable manner with nitrogen gas, are widely celebrated for the marvellous cures wrought in cases of Rheumatism and Gout. The Baths and Wells form a magnificent establishment. The mineral waters are also taken medicinally.

The Buxton Gardens, with their handsome Pavilion, charmingly laid out, occupy no less than 20 acres in the centre of the town. The climate of Buxton is at all times mild and equable, rendering it an agreeable resort during the winter months.

WHERE TO STAY.

THE BUXTON HYDROPATHIC

AND WINTER RESIDENCE,
DERBYSHIRE.

THE largest and most complete "Hydro" in the neighbourhood. Central and sheltered situation. Every comfort for invalids and visitors. Sanitary, ventilating, and heating arrangements perfect. Table d'Hôte, 6 p.m. Two Billiard Tables. BATHS wholly re-fitted. Most complete suite of MASSAGE BATHS in the Kingdom. Experienced attendants. Passenger Lift.

For Terms, etc., apply Mr. H. LOMAS.

TELEGRAPHIC ADDRESS: "COMFORTABLE," BUXTON.



VIEW IN THE GARDENS, BUXTON.

For Buxton, see page 238.

B.—PLYMOUTH, BRISTOL, AND BOURNEMOUTH TO SHEFFIELD.

PLYMOUTH, TORQUAY, EXETER, TAUNTON, BRISTOL, BOURNEMOUTH, BATH, GLOUCESTER, CHELTENHAM, GREAT MALVERN, WORCESTER, BIRMINGHAM (*New Street*), TAMWORTH, BURTON-UPON-TRENT, AND DERBY TO SHEFFIELD.

RESUMING our description of the "*Midland*" route from the West or the South of England to Scotland (see page 87), we may name Plymouth and Bournemouth as the chief starting-points for connections with the Glasgow, Edinburgh, and Highland expresses; also for the services that run *via* Carlisle to Stranraer for Belfast and North Ireland. Two distinct roads for the North emanate from the well-known seaport of South Devon—one of which, extending by way of Totnes, Teignmouth, Exeter (*St. David's Station*), and Taunton, communicates with the "*Midland*" main line at Bristol; while the alternative route *via* Okehampton, Yeoford, Exeter (*Queen Street Station*), and Yeovil Junction, unites with the trunk route from Bournemouth at Templecombe Junction. Either of these through lines from the West owns connections from Penzance, Falmouth, Truro, and other towns of Cornwall; also from Ilfracombe, Bideford, and Barnstaple. Passengers from Dartmouth and Torquay may join the "*Great Western*" trains at Newton Abbot; while those travelling from Exmouth and Sidmouth can reach the "*London and South Western*" expresses respectively at Exeter and Sidmouth Junction. In booking for stations beyond Bristol, passengers should be careful to state at the time of taking their tickets that they wish to travel *via* the "*Midland Railway*."

One of the most important main lines from the South to the North is that of the "*Somerset and Dorset*" system, now the joint property of the "*Midland*" and the "*London and South Western*" railways. It is worked by well-appointed expresses, which, after running northward from the fashionable watering-place of Bournemouth, successively pause at Parkstone and Poole (*Town Station*) ere at Broadstone they receive contingents of passengers from Weymouth, Dorchester, Swanage, Wareham, Wimborne, and the New Forest district. They then continue their journey through Blandford and Sturminster Newton to Templecombe Junction, where they connect with the fast main-line trains of the "*London and South Western Railway*." Their next pause is usually made at

Everecceh Junction, to which passengers from Bridgwater, Barnham, Wells, and Glastonbury have previously gained access by branch services. Finally, through Shepton Mallet and Radstock, they approach Bath (*Midland Station*), the favourite inland health resort of the West, from which they run onward to Mangotsfield, a busy junction on the main line between Bristol and Scotland. Passengers who have travelled by the "*Great Western Railway*" to Bristol can at the same station exchange carriages for the "*Midland*" expresses that proceed over the short and direct route to Birmingham and the North. Through carriages are provided daily from Bristol to Glasgow, also by the night trains to Edinburgh, Dundee, and Aberdeen; while additional connections for Scotland are



GLoucester Cathedral.

afforded by means of the Yorkshire expresses that pause at Sheffield, Normanton, or Leeds. Time for refreshments is usually allowed at Gloucester and at Derby. Luncheon baskets are supplied at either of these stations, also at Bristol and Bath.

After the "*Midland*" expresses have made a pause at Mangotsfield, where they take up their carriages from Bournemouth and Bath, they successively pass several small stations which are noticed in connection with the traffic from the North to the West (see Section VII.), before they stop at the ancient cathedral city of Gloucester. Here they may be joined by passengers who have travelled by "*Great Western*" trains from Cardiff, Swansea, and New Milford. A few minutes later the expresses enter Cheltenham, a fashionable watering-place and educational centre of Gloucestershire. Here the trains can be joined by passengers from Southampton. They then run through Ashchurch, a junction for the westward branch that communicates with Malvern *via* the old-world town of Tewkesbury, also for an eastern line that affords access to Evesham and Stratford-upon-Avon. At the substantial city of Worcester they are reinforced by contingents from Swansea.

Brecon, Hereford, Great Malvern, and Kidderminster. Speeding onwards through Droitwich, to be remembered for its celebrated brine baths, the trains approach Birmingham, the manufacturing and mercantile metropolis of the Midland Counties. It may be interesting to note that by some of the fast trains which pause only at Cheltenham, the entire journey between Bristol and Birmingham is accomplished within two and a quarter hours. Again strengthened by accessions of passengers from Wolverhampton, Walsall, Leamington, or Coventry, the North expresses travel *via* Tamworth and Burton-upon-Trent to Derby, the head-quarters of the "*Midland*" system. After leaving Derby, the expresses for Yorkshire, the North of England, and Scotland run towards Ambergate, then *via* WINGFIELD—where are the picturesque ruins of its old manor house—and STRETTON, they approach Clay Cross, and Sheffield.

Summarising the foregoing descriptive notes, we shall find that the West of England main line of the "*Midland Railway*" extends from BOURNEMOUTH, BATH, and BRISTOL to SHEFFIELD, by way of such important stations as GLOUCESTER, CHELTENHAM, WORCESTER, DROITWICH, BROMSGROVE, BIRMINGHAM, TAMWORTH, BURTON-UPON-TRENT, and DERBY. It thus supplies a direct road between the West and the North, seeing that at Sheffield or at Leeds its fast services afford connections with the "*Midland Scotch Expresses*," and in certain cases comprise through carriages from Bristol to Glasgow, Edinburgh, Dundee, and Aberdeen. Our northward journey from Sheffield to Carlisle will form the subject of our succeeding section, but in passing we may remark that while the main route, of which we have just spoken, is much used by passengers to the West Riding of Yorkshire and Scotland, it is also most popular with those who travel *via* Sheffield, Swinton, and York towards Bridlington, Scarborough, Whitby, Durham, Sunderland, Newcastle-upon-Tyne, and other stations on the "*North Eastern Railway*."



WORCESTER CATHEDRAL.

(From a photograph by Poulton & Son, London.)



ROUTE MAP.—III. CHESTERFIELD TO SHEFFIELD, YORK, LEEDS, BRADFORD AND SETTLE.

C.—SHEFFIELD, LEEDS, AND BRADFORD TO CARLISLE.

LIVERPOOL, MANCHESTER, AND BLACKBURN TO CARLISLE.

SHEFFIELD, ROTHERHAM, BARNSLEY, WAKEFIELD, HUDDERSFIELD, NORMANTON, LEEDS, BRADFORD, KEIGHLEY, HALIFAX, COLNE, BURNLEY, AND SKIPTON TO CARLISLE: ALSO FROM LIVERPOOL (*Exchange Station*), SOUTHPORT (*Chapel Street Station*), MANCHESTER (*Victoria Station*), ROCHDALE, BURY, BOLTON, ACCRINGTON AND BLACKBURN, TO HELLIFIELD, SETTLE, HAWES AND KIRKBY STEPHEN, PENRITH FOR APPLEBY, AND CARLISLE.

HAVING directed our readers to the principal points of departure from the South, the West, and the Midland Counties for Glasgow, Stranraer—the port of departure for Larne and North Ireland by the “Short Sea Route”—Edinburgh, and the Highlands, we will now afford a summary of the main-line services from Sheffield, Leeds, and Bradford to Carlisle; and also notice those that, emanating from Liverpool and Manchester, join the trunk route at Hellifield. Speaking generally, the traffic in question may be classified into two main groups—the one treating of the expresses that connect the West Riding of Yorkshire with Scotland, while the other deals with the through trains that supply similar means of communication between the great populations of Lancashire. The expresses that leave St. Pancras, Nottingham, and Bristol for Glasgow and Edinburgh either make a brief pause at Sheffield or at Normanton, where they can be joined by passengers from Barnsley, Huddersfield, and Wakefield. In less than an hour’s journey from Sheffield we reach the busy woollen centre of Leeds. During a special pause of twenty minutes for refreshments, which takes place either here or at the previous stopping-point, Normanton, an excellent *table d’hôte* dinner is supplied at 2s. 6d., ample provision being likewise made for luncheon baskets and light refreshments, which, when previously ordered, are brought to the trains. Both the Glasgow and the Edinburgh expresses are reinforced by through carriages from Leeds, also from Bradford, the great seat of the worsted trade, the latter portions usually running in advance, *via* Keighley—where they can be joined by passengers from Halifax—either to Skipton or to Hellifield. Skipton affords connections

from Accrington and Burnley *via* Colne, while at Hellifield the London, Yorkshire, and Lancashire carriages are in certain instances made up into one train.

At this point we may legitimately notice the admirable traffic arrangements afforded by the "*Midland Railway*" for the transit of passengers from Liverpool, Manchester, and other chief towns of the "*Lancashire and Yorkshire*" system to all parts of Scotland. In addition to the connections that can be made at Hellifield with the London expresses to Edinburgh, both Manchester and Liverpool enjoy each weekday the advantages of several special expresses to Glasgow (*St. Enoch's Station*). A supplementary morning service which departs for Edinburgh (*Waverley Station*) also permits passengers to travel in through carriages *via* the *Forth Bridge* to Perth, Dundee, and Aberdeen, each of these destinations being reached many hours in advance of the arrivals from London. The well-equipped "*Midland*" fast trains to Scotland leave Manchester from the *Victoria Station* of the "*Lancashire and Yorkshire Railway*," and travel *via* Bolton, where a brief pause permits of accessions from Rochdale and Bury ere they proceed *via* Darwen to Blackburn, which owns direct connections with Accrington. Here, too, they are joined by the through "*Midland*" carriages which, having left Liverpool from the *Exchange Station*, pause at Burscough Junction to take up passengers who may have booked from Southport (*Chapel Street Station*) to stations on the "*Midland*" system or in Scotland. From Blackburn the "*Midland Scotch Express*" runs to Clitheroe, and joins the "*Midland*" metals at Hellifield on the trunk route to Carlisle. Hence the London, the Midland Counties, the Yorkshire, and the Lancashire expresses for Scotland speed onwards for some three miles to Settle Junction. Here diverging northward through wide tracts of moorlands, they run by Settle to Hawes Junction, where certain trains may be joined by passengers from Northallerton and Hawes. After passing Kirkby Stephen, a halt is frequently made at Appleby, a small town in Westmoreland noteworthy for its "*North Eastern*" services *via* Penrith, to Keswick and Cockermouth, two well-known centres of the Lake District. Thirty miles farther, after traversing the lovely valley of the Eden, they reach Carlisle, the fair capital of Cumberland, whence the western trains take the "*Glasgow and South Western*" route *via* Dumfries and the "*Land of Burns*" to Kilbarnock, Greenock, and Glasgow, or that which *via* Castle Douglas and Newton Stewart leads to Stranraer for Larne, Belfast, Londonderry, and North Ireland. The eastern expresses for Edinburgh, Dundee, and Aberdeen, also those for Dunfermline, Stirling, Perth, and Inverness, travel over the "*North British*" route *via* Hawick, Melrose, and Galashiels—the "*Land of Scott*"—towards

the peerless metropolis of Scotland, and thence to the North over the famous Forth Bridge.

IN order to avoid any interruption of the descriptive notes that deal with the route of the "Scotch Expresses" from Sheffield to Hellfield, we shall postpone our notices of the chief towns to be met with *en route* until we return to the same districts in connection with the journeys of the "Leeds, Bradford, and Yorkshire Expresses." Shortly after leaving Sheffield the "Midland Scotch Express" passes ATTERCLIFFE ROAD, and, skirting the Don, proceeds through BRIGHTSIDE to WINCOBANK, with Wincobank Hill to the left. HOLMES is succeeded by MASBOROUGH, where we effect a junction with the original "North Midland" main line from the South *via* Chesterfield, Staveley, and Eckington. Masborough may be remembered as the birthplace of Ebenezer Elliott (d. 1849), the famous "Corn-Law Rhymers," and an earnest advocate of political reform. The fine parish church of Rotherham is visible on our right ere we speed through PARK GATE AND RAWMARSH, with Wentworth Woodhouse, the seat of Earl Fitzwilliam, some three miles to the left. Little more than a mile from KILNHURST is SWINTON, whence diverge the lines that respectively afford access to DONCASTER and YORK. Running northward, we rapidly pass WATH AND BOLTON, with Wath church standing to the left, and after crossing the Dearne see in the same direction the ancient church of DARFIELD. From CUDWORTH a short branch on our left extends towards BAENSLEY, while the "*Hull, Barnsley and West Riding Railway*" affords a road that, *via* HOWDEN, communicates with HULL. Skirting the Barnsley Canal, we now come to ROYSTON AND NOTTON, and with Walton Park, formerly the seat of Charles Waterton the naturalist, and the author of "*Wanderings in South America*," on our right, soon reach SANDAL AND WALTON, the junction for the city of WAKEFIELD. The handsome parish church of Wakefield, now the cathedral of a suffragan-bishop, is on our left as the express moves onwards to NORMANTON. Here the morning "Glasgow and Greenock Express" makes a pause of twenty minutes, in order to allow passengers to partake of the excellent "Express Dinner" which is served for the modest sum of half-a-crown. Shortly after passing ALTOFTS AND WHITWOOD we cross the Calder and run through METHLEY—the station for Methley Hall, the seat of the Earl of Mexborough—to WOODLESFORD, where across the Aire, that now flows on our right, we may see Swillington House, the residence of Sir Charles H. Lowther, Bart. Within another mile is Temple Newsam, the magnificent manorial hall of the Hon. Mrs. Meynell Ingram. About a mile from HUNSLET some of the Scotch expresses diverge for LEEDS.

At Leeds the morning "Edinburgh and North Express" pauses for twenty minutes. During this time a dinner is served, similar to that which is supplied for Glasgow passengers at Normanton. Other trains for Scotland still travel northwards towards Keighley, Skipton,



RUINS OF KIRKSTALL ABBEY.

(From a photograph by Messrs. Valentine & Sons, Dundee.)

Hellifield, and Carlisle. In these instances, passengers from Leeds and Bradford join the expresses either at Carlisle or at some of the stations between Leeds and Hellifield.

Presuming that we are travelling by one of the Scotch expresses that do not enter Leeds, we shall, after clearing HUNSLET, run through HOLBECK and ARMLEY ere we speed toward KIRKSTALL. On our right, by the banks of the Aire, stand the beautiful Transitional Norman and Early English ruins of Kirkstall Abbey, a fine foundation of the Cistercians, here established about the middle of the twelfth century. KIRKSTALL FORGE reminds us of the early ironworks that originally belonged to the monastery. For many

miles we now thread our course through the prettily timbered valley of the Aire, and successively clear NEWLAY AND HORSFORTH, CALVERLEY AND RODLY, and APPERLEY BRIDGE AND RAWDON, before we come to SHIPLEY, whence a short line southwards affords access *via* FRIZINGHALL and MANNINGHAM to BRADFORD, which is thus placed in direct connection with Glasgow, Edinburgh, and the North. With the huge alpaca mills and town of Saltaire on our right, we rapidly skirt the pleasant course of the Aire towards BINGLEY, THWAITES, and KEIGHLEY, a substantial market town and occasionally a stopping-point for the Scotch express. We now advance through a picturesque countryside of river, rock, and wooded hill scenery by STEETON AND SILSDEN, KILDWICK AND CROSS HILLS, and CONONLEY to SKIPTON, the chief town of the romantic Craven District. Entering upon the wild bare scenery of the Yorkshire moors, we soon come to GARGRAVE, which owns an interesting church of the Perpendicular period, and BELL BUSK, a wayside station some six miles south of Gordale Scar and Malham Cove, two grandly characteristic features of the rugged limestone cliff scenery. Malham Tarn is rather further northward. Our next pause will probably occur at

HELLIFIELD

(For Blackburn, Bolton, Manchester, Southport, and Liverpool; also for Ingleton, Lancaster, Morecambe, Carnforth, Grange-over-Sands, Lake Side, Barrow, Belfast, and the Isle of Man),

	Fares from St. Pancras—	1st, 30/4; 3rd, 17/10.	Return—1st, 60/8; 3rd, 35/8.
" "	Manchester—	" 8/6; " 4/0½.	" " 14/3; " 8/1.
" "	Liverpool—	" 10/-; " 4/11.	" " 17/-; " 9/5.

231½ miles from St. Pancras, 36½ from Leeds, 48½ from Manchester, 59½ from Liverpool, 28½ from Lancaster, 56 from Barrow, and 76½ from Carlisle. This important station on the great iron highway to the North is chiefly interesting to "Midland" passengers from Liverpool, Southport, Manchester, Bolton, and Blackburn, as the point where they can join the main line to Scotland, or whence they may, by travelling further westward *via* Clapham, reach Ingleton, Lancaster, Morecambe, the English Lake District, North Ireland, and the Isle of Man. Passengers availing themselves of the "Midland Scotch Expresses" leave MANCHESTER (Victoria Station), and travel *via* Salford, Pendleton, Clifton Junction, Dixon Fold, Stoneclough, Farnworth and Halshaw Moor, and Moses Gate to BOLTON. Hence they proceed through The Oaks, Bromley Cross, Turton and Edgworth, Entwistle, Spring Vale, Darwen, and Lower Darwen to BLACKBURN. Passengers from LIVERPOOL (Exchange Station) by the "Midland Scotch Expresses" travel *via* Sandhills, Kirkdale, Walton Junction, Aintree, Maghull, and

Town Green and Aughton, to Ormskirk and Burscough Junction. Here the "Scotch Express" is joined by passengers from **SOUTH-PORT** (*Chapel Street or St. Luke's Road*) who travel *via Blowick, Bescar Lane, New Lane, and Burscough Bridge.* From *Burscough Junction* the express runs through *Rufford, Croston, Midge Hall, Lostock Hall, Preston Junction, Bamber Bridge, Hoghton, Pleasington, Cherry Tree, and Mill Hill* to **BLACKBURN.** At this point the Manchester and Liverpool portions are made up into one train, which is sent forward by way of *Daisy Field, Wilpshire (for Ribchester), Langho, Whalley, Clitheroe, Chatburn, Rimington, Gisburn, and Newsholme* to **HELLIFIELD,** whence passengers travel over the main line of the "*Midland Railway*" *via Settle, Kirkby Stephen, Appleby, and Carlisle* to Scotland. *Hellifield Station* is supplied with a letter-box, a telegraph office, a bookstall, and refreshment-rooms. The "*Black Horse Hotel*" is in the village.

After leaving Hellifield the "*Midland Scotch Express*" runs onwards by **LONG PRESTON** to *Settle Junction*, where it diverges from the line to Lancaster, Morecambe, and Carnforth, and, speeding northward over the main route towards Carlisle, soon reaches

SETTLE,

Fares from St. Pancras—1st, 39/10; 3rd, 18/4. Return—1st, 61/8; 3rd, 36/6.

236½ miles from St. Pancras and 71½ from Carlisle. This pleasant little market town of the West Riding is situated on the banks of the Ribbles, and close to Castleberg, a massive limestone cliff, which is traversed by footpaths and affords grand views. It contains excellent public buildings in the Market Place, also a modern parish church, some Nonconformist chapels, the Victoria Hall, the Craven Assembly Rooms, political clubs, and two good libraries. In Duke Street is the General Post Office. A weekly market is held on Tuesday. Within a mile of Settle, and upon the opposite bank of the river, is the attractive village of Giggleswick, noteworthy for the ancient church of St. Akelda, but more especially celebrated for Giggleswick Grammar School, founded in 1553 by a royal charter of Edward VI. During later years the scheme has undergone considerable development, and as a first-grade modern school Giggleswick now ranks as one of the chief educational centres in the North of England. The school buildings, including boarding-houses, the big school, several class-rooms, a gymnasium, a swimming-bath, a covered playground, an excellent library, and a highly-interesting museum, now provide accommodation for some two hundred boys, and overlook extensive playing-fields. The Rev. George Style, M.A., late of Queen's College, Oxford, is the headmaster. Settle was the birthplace of Dr. George Birkbeck (d. 1841),



ROUTE MAP.—IV. SETTLE TO LANCASTER, MORECAMBE,
BARROW, AND CARLISLE.

a philanthropic physician, who, in conjunction with Cobbett, Bentham, and Wilkie, established the Birkbeck Institution in Chancery Lane, London, which has proved so valuable a centre for supplementary education. As a tourists' centre the district has much in its favour, being remarkable for an elevated site and a salubrious climate, likewise for the characteristic scenery of the surrounding picturesque limestone. Amongst the chief destinations for excursions are Giggleswick Scar, Langeliffe Scar (containing the famous Victoria Cave), Gordale Scar, Malham Cove, Malham Tarn, Pen-y-ghent (2,273 feet), Ingleborough (2,373 feet), and Ingleborough Cavern, with its fine stalactites. The leading hotels are the "Ashfield" and the "Golden Lion." (*Population*—2,253.)

Our northward course from Settle to Carlisle, a distance of 71½ miles, will carry us over one of the most interesting railways of England. Its construction, which occupied some seven years (1869 to 1876), involved the piercing of the great Pennine range of hills by way of the river-valleys that extend through Yorkshire, Westmoreland, and Cumberland. It thus traverses the picturesque defiles of Ribblesdale and the wilder scenery of Dentdale and Garsdale, ere it enters the romantic valley of the Eden, that affords a road towards Carlisle. The highest summit-level of the "*Midland Railway*," a height of 1,145 feet above the level of the sea, is at Dent Station, some sixteen and a half miles distant from Settle. Nineteen viaducts and thirteen tunnels, to say nothing of lofty embankments and deep rock-cuttings, were completed during the progress of the works, which necessitated an expenditure of more than £3,000,000.

Leaving Settle, the "Scotch Express" ascends the picturesque Ribble Valley until after crossing and recrossing the stream it reaches HORTON, the nearest station for the ascent of Pen-y-ghent (2,273 feet), a giant fell on our right. Some three miles further northward rises the flat summit of Ingleborough (2,374 feet), visible on our left shortly before we pass RIBBLEHEAD. Then from the huge viaduct—1,328 feet in length and 165 feet above its foundations—that carries the line across Batty Moss, the source of the Ribble, we may see Cam Fell to the right, while in the opposite direction is Wharfedale (2,414 feet). Our course now lies through Blea Moor Tunnel, a vast subway extending for a distance of 2,640 yards at a depth of 500 feet below the surface of Blea Moor. Speeding along the Dent Head Viaduct, we may enjoy a lovely view on our left of Dentdale, where on the banks of the Dee stands the tiny town of Dent, the birthplace of that famous Yorkshireman, Adam Sedgwick, who for many years was the Woodwardian Professor of Geology in the University of Cambridge (d. 1873). Another viaduct spanning Arten Gill is succeeded by DENT station, and the

Rise Hill Tunnel (1,205 yards) leading to Garsdale, a second charming valley to the left, across which we career towards HAWES JUNCTION. Here certain trains can be joined by passengers who have travelled over a branch of the "*North Eastern Railway*" from *Northallerton*, *Bedale*, *Leyburn*, and *Hawes*. About eight miles westward is Sedbergh, noteworthy for its Royal Free Grammar School founded by a Provost of Eton, and subsequently, in 1552, refounded by a statute of Edward VI.

Some five miles to the north of Hawes Junction we cross Aisgill Moor, which attains an elevation of 1,167 feet above the sea. Then with Wild Boar Fell (2,323 feet) on our left, and Shunnor Fell (2,346 feet) to the right, two summits marking Mallerstang Edge, the magnificent range of hills that here borders our course, we enter Westmoreland, comprising 500,906 acres and 66,098 inhabitants, and gradually leaving the limestone district pursue our journey through the millstone grit of the Eden Valley. Having cleared Moorecock Tunnel we shall see Mallerstang Church on our right, also the fragmentary ruins of Pendragon Castle, that crown a green knoll visible just before we plunge into the recesses of Birkett Tunnel (428 yards), and emerge therefrom to perceive the remains of Lammerside Castle, marked by an ash-tree that appears to grow from the masonry. Some ten miles from Hawes Junction is

KIRKBY STEPHEN.

Fares from St. Pancras—1st, 34/10; 3rd, 20/10½. Return—1st, 69/8; 3rd, 41/9.

266½ miles from St. Pancras and 41½ from Carlisle. This pleasant little market town of Westmoreland, lying about a mile and a half on our right, has probably existed since the days of the Danish settlements. It is conveniently situated for the scenery of the Upper Eden Valley, also as a centre for rambles over the neighbouring fells, many of which command magnificent views. An ancient parish church; Wharton Hall, formerly a seat of the Dukes of Wharton; and Brough Castle, are some of the more noteworthy buildings in the neighbourhood of Kirkby Stephen. A weekly market is held on Monday. The "*King's Arms*" and the "*Black Bull*" are the chief hotels. (*Population*—1,713.)

Resuming our journey, we soon come to Ennerdale Viaduct, which at a height of 130 feet carries the "*Midland*" main line across the glen through which extends the "*North Eastern*" branch that affords communication between Darlington in Durham and Tebay in Westmoreland. We now cross the picturesque Scandal Beck ere we successively reach the tunnel and viaduct that take their names from CROSBY GARRETT, a hill village on our right, while to the left rises Crosby Fell. Through a series of cuttings

our train approaches Helm Tunnel (500 yards), then passes ORMSIDE, crosses the Eden, and with a view on our left of Appleby Castle, the seat of the Earls Hothfield, runs towards

APPLEBY

(For Penrith, Keswick, and the Lake District),

Fares from St. Pancras—1st, 36/3; 3rd, 21/10. Return—1st, 72/6; 3rd, 42/8.

277½ miles from St. Pancras, 30½ from Carlisle, and 14 from Penrith. Appleby, the county town of Westmoreland, is a small but substantial agricultural centre on the banks of the Eden. Its chief relics of antiquity are Cæsar's Tower or keep, presumably a relic of the Roman occupation, standing near to the lodge gates of Appleby Castle, and a fourteenth-century parish church containing a fine altar-tomb in memory of the celebrated Lady Anne Clifford, Countess of Pembroke, Dorset, and Montgomery (d. 1675). The district is remarkable for the beauty of its river scenery. A weekly market is held on Saturday. Appleby contains the usual public buildings of a small county capital, and owns a sixteenth-century foundation Grammar School, but is chiefly interesting to "Midland" passengers as the point where an exchange of trains permits them to join the short services that travel via *Kirkby Thore, Temple Sowerby, Cliburn, and Clifton* to PENRITH, the nearest railway station to Lake Ullswater. It is also the point whence trains depart to KESWICK for Lake Derwentwater and other meres of the Cumbrian Lake District. From Keswick excellent coach services afford the means of communication with *Grasmere, Rydal Mere, and Ambleside* on the northern shore of Lake Windermere, whence steamers sailing via *Bowness* for *Windermere* to LAKE SIDE afford direct connections with the "Lake District Expresses" of the "Midland Railway," that travel via *Carnforth and Hellfield* to Manchester, Liverpool, Bradford, Leeds, Sheffield, and the South and West of England. The trains that run to Keswick also proceed to *Bassenthwaite, Cockermouth, Workington* for *Maryport, and Whitehaven*. The leading hotels of Appleby are the "King's Head" and the "Tufton Arms." (Population—1,776.)

Press—*Appleby and Kirkby Stephen Herald*, 1860.

Again running northwards we cross the Eden Valley branch of the "North Eastern Railway," that extends in the direction of Penrith, and with views on our left of the distant Lakeland mountains reach LONG MARTON, in the neighbourhood of some lofty fells. NEW BIGGIN is remarkable for the fine ancestral mansion of the Crackanthorpes. Across the Crowdundle Beck we now reach the romantic Border county of Cumberland, an area of 970,161 acres, with a population of 266,550 inhabitants. Shortly after

passing CULGAITH we run through the Culgaith Tunnel (660 yards), also through another short subway ere our route draws nearer to the course of the Eden, which here receives the tributary waters of the Eamont, a stream that flows from Ullswater. Amidst the woodlands on our left is Eden Hall, the ancient home of the Musgraves, a bold Border clan. Further away the horizon is still marked by the huge outlines of Helvellyn, Saddleback, and possibly Skiddaw, with other well-known summits of the Cumbrian mountains. Some seven or eight miles to the right is Cross Fell (2,901 feet), the loftiest elevation of the Pennine Hills. Our next stations are LANGWATHBY and LITTLE SALKELD with some highly interesting Druidical remains, familiarly known as "Long Meg and her Daughters," about two miles to the right. After crossing the Eden we come to LAZONBY, celebrated for its stone quarries, also for the quaint old village of Kirkoswald on our right. For some ten miles our course now lies through the exquisitely verdant scenery of the Eden Valley, affording delightful glimpses of the winding river flowing through finely-timbered meadows or beneath the shade of richly-wooded cliffs. The wilder prospects are now left far in our rear, and each mile northward yields some new and beautiful combination of rock, river, and woodland scenery. We thus successively run by ARMATHWAITE, COTEHILL, and CUMWHINTON, ere the Eden bears away on our right as we turn westwards to SCOTBY, and notice on our left the Lunatic Asylum for Cumberland and Westmoreland. After effecting junctions with the line from Newcastle-upon-Tyne on our right, and with those that respectively extend from Lancaster and from Maryport on our left, we draw near to

CARLISLE, Citadel Station

(For Annan, Mauchline, Dumfries, Ayr, Kilmarnock, and Glasgow; Ardrossan for the Isle of Arran, and Greenock (Princes Pier) for the Clyde and Highland Steamers; Castle Douglas, Newton Stewart, and Stranraer for Larne, Belfast, Antrim, Ballymena, Ballycastle, Coleraine, Portrush, and Londonderry; Hawick, St. Boncells, Melrose, Galashiels, Peebles, Edinburgh, and Leith; also via the Forth Bridge for Kirkcaldy, Dundee, Arbroath, Montrose, Aberdeen, Ballater, and the Deeside Highlands; Dumfermline, Stirling, and the West Highlands; Perth and the Perthshire Highlands; Inverness and the North Highlands),

Fares from St. Pancras—1st, 4/6; 3rd, 21/2d.		Return—1st, 8/1; 3rd, 4s/3.	
to	Bristol—	2/6; "	22/9.
"	Birmingham—	27/6; "	15/8.
"	Sheffield—	20/6; "	12/0.
"	Leeds—	14/9; "	9/23.
"	Liverpool—	18/11; "	9/11.
"	Manchester—	18/7; "	10/1.

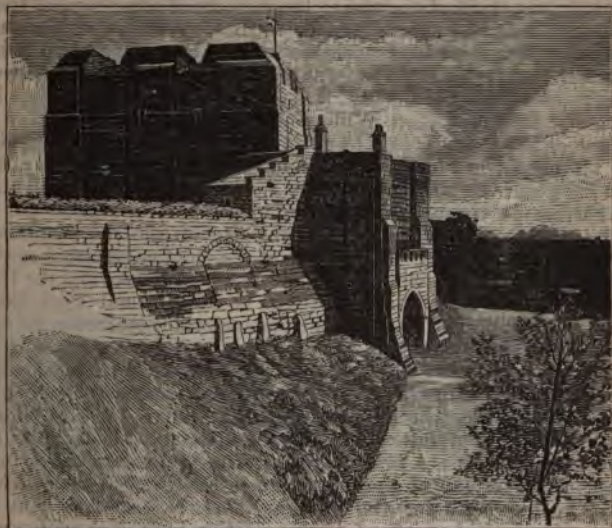
308 miles from St. Pancras, 258½ from Bedford, 208½ from Leicester, 190 from Nottingham, 399½ from Bournemouth, 231½ from Bristol.



ARMS OF CARLISLE.

194½ from Gloucester, 166 from Worcester, 229¾ from Birmingham, 187½ from Derby, 151¼ from Sheffield, 112¾ from Leeds, 104¾ from Bradford, 136 from Liverpool, 125¼ from Manchester, 115¼ from Glasgow, 130 from Greenock, 170 from Belfast *via* Stranraer and Larne, and 98¼ from Edinburgh; also *via* the Forth Bridge, 158¼ from Dundee, 225¾ from Aberdeen, 144¼ from Perth, and 288¼ from Inverness. The fair Border city of Carlisle is seated at the confluence of the Petteril and the Caldew with the waters of the Eden, here a broad stream flowing westwards towards Solway Firth. Within the area thus environed on the north, the east, and the west by rivers, stand the older portions of the city, its cathedral and castle occupying the higher ground that slopes northward until it forms a barrier of cliff overlooking the broad meadows which border the Eden. Although the district, which derived its earlier title from the Celtic *Caerlud*, was traversed by an ancient British road, it does not appear in history before the advent of the Roman conquerors. As the *Luguvallium* of this imperial people, it was an important station upon the line of their great strategical road that led from York (*Eboracum*) through Aldborough and Catterick, and thence across the Stainmoor Pass, to Bowes, Brough, Brongham, Carlisle, and Bowness-on-Solway. When the Roman forces were withdrawn from Strathelyde, *Luguvallium* for a time relapsed into the possession of the Britons, but in 685 they were overcome by Egfrith, King of Northumbria, who bestowed the city of *Lud* and much of its surrounding land upon St. Cuthbert of Lindisfarne. In 827, like the rest of the Saxon States, it became subject to Egberht, but was subsequently destroyed by the Danes, and remained in comparative desolation for some two centuries. In 1092 *Caerlud* was visited by William Rufus, who again established the supremacy of England within its north-western border county, and placed the civil and military control of the district under the Norman Earl of Carlisle. The latter monarch in 1102 founded at Carlisle a priory of Augustinian canons, and its first prior, Athelwulf, was in 1133 created bishop of the then newly-formed diocese of Carlisle. The more stirring periods of its subsequent history have been more or less associated with the wars between England and Scotland, or with the Border raids that oftentimes desolated the Debatable Land or swept across its borders. Perhaps *Caerlisle* reached the acme of its prosperity during the reign of a monarch who frequently made the old city his military quarters, and likewise held three Parliaments within its walls. At the time of the great Civil War Carlisle became a

stronghold of the county gentry, who, under Sir Thomas Glenham, mostly declared for the King, but who after a prolonged siege surrendered the city to the Parliament. Its misfortunes culminated in the year 1745, when it witnessed the rash advance and equally ill-judged retreat of Prince Charles Edward Stuart, the Young



THE KEEP, CARLISLE CASTLE.

Pretender, and subsequently became the scene of the fearful reprisals that were executed upon his devoted Highlanders.

Carlisle of the Norman era was a substantial walled city, approached by the English, the Scotch, and the Irish gates. Its northern line of fortifications was strengthened by the castle erected by William Rufus, of which the massive keep and the Captain's Gate are the more interesting remains. Amongst the famous captives who knew these grey walls as a prison have been Mary Queen of Scots; "Kinnmont Willie," released by a famous night raid of the bold Buccleuch; and Fergus MacIvor, whose story has been told so well in the pages of "*Waverley*." Not far distant is the grey Cathedral of the Holy Trinity, originally the church of St. Mary's Priory, the Augustinian house founded by Henry V.

After the Dissolution its church was preserved by Henry VIII., and endowed as a cathedral for the See of Carlisle. The present Bishop is the Right Rev. John Wareing Bardsley, D.D., who during 1892 was translated from the See of Sodor and Man. The cathedral in an architectural sense is chiefly noteworthy for the Norman arches of its nave; the magnificent Decorated tracery of its great east window; the stalls of the choir; the remains of some curious fresco wall paintings, and several memorial windows, one of which touchingly commemorates the five children of the late Archbishop Tait—formerly Dean of Carlisle—who succumbed to scarlet fever, between the 6th of March and the 9th of April, 1856. The fine pulpit is a memorial to Archdeacon William Paley (d. 1805), famous for his "*View of the Evidences of Christianity*." Dr. Mandell Creighton, the present Bishop of Peterborough, is a native of Carlisle. It is also known as the birthplace of Mr. Wm. Thos. Best, the organist.

Farther to the south and close to the railway station are the County Assize Courts, occupying the site of the massive citadel here erected by Henry VIII. Two of the chief educational centres of Carlisle are the ancient foundation Grammar School and the High School for Girls. In Lowther Street is the General Post Office. The modern capital of Cumberland is an important centre for the agriculturists of the surrounding countryside, and during recent years has become somewhat widely known for its connection with several manufacturing industries. A weekly corn market is held on Saturday, and Thursday is an early-closing day. *Carlisle Station* is supplied with a letter-box, a telegraph office, bookstalls, and refreshment-rooms. A brief pause permits passengers *en route* to Scotland to partake of light refreshments. Passengers can here exchange carriages for the "*North Eastern*" services that *via Gilsland and Hexham* afford communication with *Newcastle-upon-Tyne*; also for the trains of the "*London and North Western*," the "*Caledonian*," and the "*Maryport and Carlisle*" railways. The "*Midland Scotch Expresses*" here diverge to the north-east or to the north-west. The latter route leads *via Dumfries and Kilmarnock* to Glasgow (*St. Enoch Station*); while the former road extends through Hawick, Melrose, and Galashiels to Edinburgh (*Waverley Station*); and thence *via* the Forth Bridge to Stirling, Perth, Inverness, Dundee, and Aberdeen. The leading hotels of Carlisle are the "*County and Station*," the "*Bush*," the "*Central*," the "*Crown and Mitre*," the "*Red Lion*," and "*Graham's Temperance Hotel*." (*Population*—39,176.) *1877* *Annals* 2. *1882* *ibid.* 2. *Daily Press*—*Carlisle Evening Journal*, 1885. *Weekly*—*Carlisle Express and Examiner*, 1857; *Carlisle Journal*, 1798; *Carlisle Patriot*, 1815; *East Cumberland News*, 1883; *North Cumberland Reformer*, 1890.

D.—CARLISLE TO DUMFRIES, GLASGOW, AND GREENOCK.

CARLISLE TO STRANRAER, BELFAST, AND LONDONDERRY.

CARLISLE TO ANNAN, DUMFRIES, MAUCHLINE, AYR, KILMARNOCK, ARDROSSAN FOR THE ISLE OF ARRAN, PAISLEY, AND GREENOCK (*Princes Pier*) FOR THE CLYDE AND HIGHLAND STEAMERS TO INVERARY, ROTHESAY, OBAN, AND *via* THE CALEDONIAN CANAL TO BALLACHULISH, BANAVIE, AND INVERNESS: AND TO GLASGOW (*St. Enoch Station*), *via* BARRHEAD: ALSO CARLISLE TO CASTLE DOUGLAS, KIRKCUDBRIGHT, NEWTON STEWART, WIGTOWN, PORTPATRICK, AND TO STRANRAER FOR THE "SHORT SEA ROUTE" TO LARNE, COLERAINE, PORTRUSH, LONDONDERRY, BELFAST (*York Road*), AND OTHER STATIONS IN NORTH IRELAND.



WHEN the passenger *en route* to Scotland has reached Carlisle, he is within a few miles of the Border country which for centuries has been the land of history, legend, and song. The western side of the Scottish Lowlands teems with memories of Robert Burns, the warm-hearted peasant-poet of Scotland and Scotsmen, who, with their kindred on the English side of the Sark, still delight to visit such spots as Dumfries, Mauchline, Ayr, and other scenes that may remind them of the great Ayrshire bard. Our readers may now be introduced to the "*Glasgow and South Western Railway*," which, working in close alliance with the "*Midland*," affords a direct and attractive route through the "Land of Burns" *via* Kilmarnock to Glasgow, the commercial capital of Scotland; likewise to Greenock (*Princes Pier*) for the Clyde and Highland steamers to Rothesay, Dunoon, the Kyles of Bute, Oban, and through the Caledonian Canal to Inverness; also to Ardrossan for the boats that sail for the picturesque Isle of Arran. This system possesses a capital of £13,909,330, controls some 480 miles of permanent way, and provides excellent third-class accommodation. About forty minutes after leaving Carlisle, the "*Glasgow Expresses*" pause at Dumfries, where passengers may require to exchange carriages for the through road to Stranraer. They then pass several wayside stations, including Thornhill, for Drumburgh Castle, the seat of the Duke of Buccleuch; Auchinleck, whence branches lead to

Lugar and Muirkirk; and Mauchline—which owns communication with Ayr and Dalmellington—before they pause at Kilmarnock. From this important provincial centre radiate lines to Newmilns, Greenock, Ardrossan for the Island of Arran, Largs, Troon, Ayr, and *via* Girvan to Stranraer. Two alternative main routes extend towards Glasgow. The western line, supplying a road for the boat trains to Greenock (*Princes Pier*), likewise leads *via* Dalry and Paisley to the capital of the Clyde; while the eastern road *via* Barrhead provides a more direct route for the through expresses from London (*St. Pancras Station*), Bristol, Sheffield, Leeds, Bradford, Manchester, and Liverpool to Glasgow (*St. Enoch Station*). Through carriages are run between London and Greenock, affording direct connections with the magnificently-appointed steamers owned by the "*Glasgow and South Western Railway*," also with other popular boats for the Firth of Clyde, the Kyles of Bute, and the Western Highlands.

Closely associated with the "*Midland*" main line from London, the West of England, the Midland Counties, Yorkshire, and Lancashire to Dumfries is the "*Short Sea Route*" from Stranraer to Larne for Belfast, Londonderry, and the chief towns of Ulster. It affords the shortest channel service between England and Ireland, the passage being accomplished from port to port within two hours, of which but eighty minutes are spent on the open sea. The route from London (*St. Pancras*) or Bristol to Carlisle and Dumfries is the same as that of the Glasgow expresses. At the latter station the carriages for Stranraer diverge from the trunk line to the North, and travel in the direction of Castle Douglas, whence a branch communicates with Kirkeudbright. Then, speeding over the "*Portpatrick and Wigtownshire Railway*," the next pause of importance occurs at Newton Stewart, the point of exchange for Wigtown, Garliestown, and Whithorn. Shortly after passing Glenluce the main line coalesces with the route from Glasgow and Ayr, and then extends towards Stranraer and Portpatrick. Instead of entering the former town the "*Boat Express*" turns off by a short branch that communicates with Stranraer Harbour, where it is brought to a stand alongside the fast steamers that sail each weekday for Larne. This pleasant seaport of county Antrim not only offers the advantages of direct express services that within fifty minutes convey their passengers to Belfast (*York Road Station*), but—owing to its intimate association with the "*Belfast and Northern Counties Railway*," a popular system owning a capital of £2,517,482, and 249 miles of track—it likewise affords the means of travelling throughout the North of Ireland. Thus passengers landing at Larne can with the least possible delay join the train services for Antrim, Ballymena, Coleraine, Portrush (ever famous

for the grand basaltic rocks of the Giant's Causeway), Ballycastle, and the historic city of Londonderry, which possesses excellent means of communication with the picturesque scenery of the famous Donegal Highlands. Through bookings are in operation between the important towns on the "*Midland Railway*" and Belfast, Portrush, Londonderry, and other principal stations in the North of Ireland. Referring to the "*Midland Railway Time Tables*," we find that "Passengers to and from London may break their journey at Stranraer, Dumfries, Carlisle, Leeds, Sheffield, Trent, or Leicester; from Bristol and stations west of Derby at Stranraer, Dumfries, Carlisle, Leeds, Sheffield, Derby, or Birmingham; and from stations north of Derby at Stranraer, Dumfries, or Carlisle."

AFTER a brief pause at Carlisle the Glasgow and Greenock portion of the "*Midland Scotch Express*" resumes its journey. Crossing the Eden, our train presently runs beneath the "*North British Railway*," and successively passes ROCKCLIFFE and FLORISTON ere it crosses the Esk. By Gretna Junction we now approach the Sark, over which we speed from Cumberland into Dumfriesshire, and find ourselves rapidly careering over the soil of Scotland towards the romantic precincts of GRETNA GREEN. Possibly Hutcheson's "*Chronicles of Gretna Green*" will be found the best authority for the lights and shadows of its bygone but eventful history. Across the Kirtle Water are DORNOCK and ANNAN, a small town on the shores of the Solway Firth, which in 1792 was the birthplace of that gifted Presbyterian preacher but erratic genius, Edward Irving (d. 1834), who ultimately became the founder of the Catholic Apostolic Church. Here, too, was born Hugh Clapperton, the African explorer (d. 1827). About five miles eastward is the little market town of Ecclefechan, the native place of Thomas Carlyle (d. 1881). He will long be remembered for those gifts of vivid originality and a graphic power of expression that produced such modern classics as the "*French Revolution*," "*Cromwell's Letters and Speeches*," and the "*History of Frederick the Great*," three typical works of the many which have placed Carlyle in the first rank of British men of letters. His life-story has been well and truly told in Professor Froude's "*Life of Carlyle*." After clearing CUMMERTRESS and RUTHWELL, famous for its seventh-century Runic cross, we gaze over Leuchar Moss towards Criffell (1,856 feet). Close to RACKS is the Lochar Water, on which, some three miles southward, is the village of Caerlaverock, containing in its churchyard a memorial-stone to Robert Paterson (d. 1801), the original of Sir Walter Scott's "*Old Mortality*." Within a few minutes we reach

DUMFRIES

(For Castle Douglas, Newton Stewart, Wigtown, Whithorn, Portpatrick, and Stranraer Harbour, for Belfast, Londonderry, and North Ireland).

Fares from St. Pancras—1st, 30/-; 2nd, 23/11s. Return—1st, 60/2; 2nd, 53/-.

341 miles from St. Pancras, 354½ from Bristol, 145¾ from Leeds, 158¼ from Manchester, 82½ from Glasgow, and 136 from Belfast via Stranraer. The capital of Dumfriesshire, seated on the picturesque banks of the Nith, is the principal town in the south of Scotland. Apart from its antiquity and charming surroundings, Dumfries possesses an undying interest to all lovers of Scotland and Scottish song, from its connection with the closing days of Robert Burns, rightly described by one of his biographers, the late Principal Shairp, as "the greatest lyric singer whom the modern world has seen." Thomas Carlyle, another of his fellow-countrymen, aptly touches upon the poet's work and character in his article upon "Burns," that first appeared in No. 96 of the *Edinburgh Review*. In this paper, perhaps one of the fairest and finest eulogies that have ever been penned in relation to Robert Burns, Carlyle speaks of the national poet as "an honest man and an honest writer," and places it on record that "while the Shakespeares and Miltons roll on like mighty rivers through the country of Thought, bearing fleets of traffickers and assiduous pearl-fishers on their waves, this little Valclusa Fountain will also arrest our eye: for this also is of Nature's own and most cunning workmanship, bursts from the depths of the earth with a full gushing current into the light of day, and often will the traveller turn aside to drink of its clear waters and muse among its rocks and pines." Here from 1791, in a little house in Bank Street, dwelt the poor and struggling poet, his disappointed genius oftentimes flashing forth in some outburst of pathetic melody, as "*Auld Lang Syne*," or in the patriotic song, "*Scots, wha hae wi' Wallace bled*." Not far away, at Ellisland, is the scene of his failure in farming; which, with the beautiful ruins of Lincluden Abbey, memorable for "*The Vision*," and the winding banks of the Nith, furnished many a theme for Burns's ever-fruitle muse. In the town are the "Globe Tavern," where are mementoes of his too-frequent visits; the humble house in Burns Street where in 1796 he died; and his grave in St. Michael's churchyard distinguished by a mausoleum bearing emblematical sculpture by Turnerelli. A marble statue of Robert Burns, by Mrs. O. D. Hill, which was unveiled in 1882 by Lord Rosebery, will be found opposite the Grey Friars Church. Amongst the natives of Dumfries have been Sir John Richardson, the Arctic explorer (d. 1865), Professor Flint, of Edinburgh University, and Mr. J. H. Balfour Browne, Q.C.

Dumfries possesses some imposing County Buildings, a Town

Hall, and a theatre. At Corbely Hill are the museum and an observatory. Within a drive are the picturesque ruins of Sweetheart Abbey, the mountain of Criffel, the ruins of Caerlaverock Castle, Brunswick Hill with its Roman remains, the baronial pile of Lochmaben, and the scenery of Annan Water. Dumfries is an important agricultural centre, also the seat of tweed and hosiery factories. A weekly market is held on Wednesday, and during the summer Thursday is an early-closing day. The railway station is supplied with a letter-box, a telegraph office, a bookstall, and refreshment-rooms. Passengers exchange at Dumfries for Castle Douglas, Kirkcudbright, Wigtown, Whithorn, Portpatrick, and Stranraer Harbour. Hotels—"The Station" (under the management of the "*Glasgow and South Western Railway*"), the "King's Arms," the "Commercial," and the "Queensberry Arms." (Population—17,801.) Press—*Dumfries Courier*, 1809; *Dumfries Standard*, 1843.

Again travelling northwards, we cross the Nith not far from the picturesque ruins of Lincluden Abbey. Our course for many miles will now lead us through the delightful scenery of Nithsdale. Some four miles after passing HOLYWOOD we again cross the river, just before we gain a glimpse of Ellisland Farm, from 1788 to 1791 the scene of poor Robert Burns's unfortunate venture in agriculture. The modern buildings occupy the knoll that here commands the river, and the surroundings that tempted poor Burns to make "a poet's, not a farmer's, choice" are still remarkable for their beauty. Here were written the ode to "*Mary in Heaven*," the ever-favourite "*Banks o' Doon*," and the matchless "*Tale of Tam o' Shanter*." At Dalswinton, upon the opposite bank of the stream, Allan Cunningham (d. 1842), the stonemason, and writer of such charming lyrics as a "*A Wet Sheet and a Flowing Sea*," spent his boyhood, at a time when the early fame of Robbie Burns was ringing through the Nithsdale Valley.

Beyond AULDGIETH we cross the Ettrick Water, that flows from the Ettrick Hills, the grassy solitudes far away eastward that inspired the muse of James Hogg, the "Ettrick Shepherd." South of CLOSEBURN are the ruined castle and the ancestral hall of the Kilpatrickes, from whom the ex-Empress Eugénie is descended in the male line. Crickhope Linn is a pretty dell, formerly a retreat of the hunted Covenanters. A short distance to the right of THORNHILL are the fragmentary walls of Tibbers Castle, while some two miles further northward we get a charming peep of Drumlanrig Castle, a massive baronial stronghold, now a seat of the Duke of Buccleuch. Its magnificent park and gardens are open to the public on Tuesdays and Fridays. Across the Carron Water we now reach CARRONBRIDGE. Then, with bold masses of hills on

the right and indescribably beautiful valley scenery to our left—where, too, stands the ruined castle that was the birthplace of the “Admirable Crichton”—we come to the little manufacturing town of SANQUHAR. Here we may remark that the most delightful means of viewing the beauties of Nithsdale is afforded by the coach tour from Sanquhar which has been arranged by the “*Glasgow and South Western Railway*” to be run during the summer months on Tuesdays and Fridays, in connection with certain trains from the South or the North. The Carcarse Heights are on our left as we approach KIRKCONNEL. Entering the important dairy county of Ayrshire, we run by NEW CUMNOCK, where we part company with the Nith, and, after clearing OLD CUMNOCK, cross the windings of the Lugar Water; while on a clear day, far away westward, we may discern the summit of Goat Fell and other mountains of Arran. Not far from AUCHINLECK—where a branch from MUIRKIRK, Cronberry, and Lugar joins the main line on our right—are the ruined castles of Boswell and Kyle. Auchinleck House, where Dr. Johnson visited the Boswells, is visible on our left shortly before we cross “the bonny banks of Ayr,” and approach

MAUCHLINE

(For Ayr, Muirkirk, and the Coach Tour in the Land of Burns),

Fares from Carlisle—1st, 12/8; 3rd, 6/8. Return—1st, 22/10; 3rd, 11/3.

339½ miles from St. Pancras and 81½ from Carlisle. Should we be travelling by a train that pauses at Mauchline, we may remind our readers that the surrounding district is associated with the history of the Covenanters, who here obtained a memorable victory. It is likewise intimately connected with the earliest memories of Scotland's peasant-poet, Robert Burns. Here in 1784 he came with his brother Gilbert to till the little upland farm of Moss-giel; here his intense longing for the power of poetic expression found utterance in the memorable lines:—

“E'en then a wish, I mind its power,
A wish that to my latest hour
Shall strongly heave my breast,
That I for poor auld Scotland's sake
Some usefu' plan or beuk could make,
Or sing a sang at least”;

and here, to quote the graphic summary of Principal Shairp, he realised “the wreck of his hopes as a farmer, the revelation of his genius as a poet, and the frailty of his character as a man.” At Moss-giel he remained but four years, yet they were years crowded with incident. During this memorable period Burns was fascinated by the six belles of Mauchline, of whom Jean Armour, “the jewel to

me o' them all," became his loved but long-suffering wife; made the acquaintance of Mrs. Dunlop, also that of Professor Dugald Stewart at Catrine, where he met Lord Daer and first "dinner'd wi' a lord"; loved and lost his "Highland Mary"; and by a passing inspiration was induced to pen "*The Lass of Ballochmyle*." Mossgiel likewise witnessed Burns's lines on "*The Mountain Daisy*," the satirical "*Holy Fair*," and by a strange antithesis of his versatile creative genius his most worthy work, if not his incomparable masterpiece; "*The Cotter's Saturday Night*." Ere leaving our subject we should notice that a singularly attractive "Coaching Tour in the Land of Burns" is available on Mondays and Thursdays during the summer months. This delightful trip is conducted by the "*Glasgow and South Western Railway*" in connection with certain trains from Carlisle and Glasgow that enable their passengers to join the *char-à-banc* that starts from *Mauchline Station*. From Mauchline a branch line extends westwards by way of *Tarbolton*, *Cumnock*, *Dumfries House*, *Ochiltree*, *Drongan*, *Annbank*, and *Auchincruive* to *AYR*. Certain trains running southward *via* *ATCHINLECK* also afford communication with *MUIRKIRK*. Again travelling onward we speed by *HURLFORD* and cross the *Irvine*, also its tributary the *Kilmarnock Water*, ere we pause at

KILMARNOCK

(For *Troon*, *Ayr*, *Irvine*, *Ardrossan*, *Largs*, *Greenock*, and *Newmilns*).

Fares from St. Pancras—1st, 55/9; 3rd, 31/9½. Return—1st, 103/6; 3rd, 61/2.
 " " Bristol— " 54/3; " 29/10½. " " 108/6; " 56/3.

399 miles from St. Pancras, 412½ from Bristol, 203½ from Leeds, and 216½ from Manchester. This Ayrshire town may be described as one of the most important junctions on the "*Glasgow and South Western Railway*," and the seat of the Company's locomotive and carriage works. The principal memories of the town are associated with the poet Burns, especially in connection with the publication of his earlier poems, first issued in a small volume from a Kilmarnock press during the year 1786. The Laigh Kirk and its services suggested the "*Ordination*," and in its burial-ground rest the remains of Tam Samson. In the beautiful gardens of *Kay Park* is the handsome pile of the Burns memorial, containing a fine Sicilian marble statue. In addition to many personal relics it possesses a valuable collection of works and manuscripts known as the Burns Library. Dr. Wm. M. Taylor, a New York divine, and Mr. James M. Hart, an American landscape-painter, are natives of Kilmarnock.

Kilmarnock is of considerable extent, and owns some fine streets with imposing public buildings, of which the more noteworthy are the Court House, the Academy, and the Corn Exchange. It is, as a railway centre for a most interesting district that the

town is principally remarkable. One of the minor branches is that, *via Hurlford to Galston*, for Loudoun Castle, the magnificent seat of the Marquis of Bath, noteworthy for its valuable collection of manuscripts and paintings; and thence to its termination at NEWMILNS, a manufacturing town teeming with records of national conflicts in the times of the Bruce, Wallace, and the Covenanters. Northwards the main line divides, one portion proceeding through Paisley, and the latter, by which travels the "Midland Express," passing *via Barrhead* to Glasgow. Two other services of great importance in connection with southern traffic are those to Ardrossan for the Isle of Arran and *via Troon* to Ayr. The former communicates with the coast line for Largs, and the latter affords connections with a service *via Girvan* to Stranraer for Larné. The leading hotel is the "George." (Population—29,438.)

Press—*Kilmarnock Herald*, 1880; *Kilmarnock Standard*, 1863.

Ere completing our northern journey we should briefly notice the principal branches emanating from Kilmarnock, commencing with that which communicates with Ayr, and is served by trains running in connection with the southern expresses. After passing GATEHEAD, DRYBRIDGE, and BARASSIE, we come to TROON, on the Ayrshire coast, a pleasant watering-place with a large harbour, busily engaged in the shipping interest. Then through MONKTON PRESTWICK, famed for its golfing links, and NEWTON-ON-AYR, we arrive at

AYR

(*For Maybole, Girvan, and Stranraer*),

Fares from St. Pancras—1st, 56/2; 3rd, 31/11½. Return—1st, 107/2; 3rd, 61/4.

401 miles from St. Pancras *via* Manchline or 415½ *via* Kilmarnock, 414½ from Bristol, 205½ from Leeds, and 218½ from Manchester. The county town of Ayrshire is picturesquely situated amidst surroundings of surpassing interest to admirers of Robert Burns, who has immortalised it as

"Auld Ayr, wham ne'er a toon surpasses
For honest men and bonny lasses."

The situation of Ayr is eminently pleasant, combining the beauties of seaside with the repose of inland scenery. The most noteworthy features of the former are a splendid prospect across the Bay of Ayr; the rocky shores and mountain ranges of Arran, within a charming yacht cruise; and abundant means of communication with an attractive coast line extending for many miles northward to the delightful little watering-place of Largs. Inland—or, rather, within easy reach of the suburbs—are the "Auld brig o' Doon," "Alloway's auld haunted kirk," and other thickly-clustered



THE BIRTHPLACE OF ROBERT BURNS, ALLOWAY.

memories of the national poet, not the least being the "Auld clay biggin," where, on the 25th of January, 1759, he first saw the light, which fact in later days gave to it an undying interest as the scene of his "*Cotter's Saturday Night*." Not far distant from this cottage, and on an elevated site, is the Burns monument, a handsome classical design—containing numerous relics of Burns and the subjects of his muse—surrounded by ornamental grounds. In the town are the County Buildings, the Town Hall, the Carnegie Library, and the Wallace Tower. Ayr was the birthplace of James



INTERIOR OF ROBERT BURNS'S BIRTHPLACE.

(From a photograph by Messrs. G. W. Wilson & Company, Aberdeen.)

Fergusson (d. 1886), who wrote a standard "*History of Ancient and Modern Architecture*," and will also be remembered as the native town of Sir Douglas Maclagan, a distinguished physician.

From Ayr extends a southern line that *via Maybole and Girvan* affords communication with STRANRAER for the boat services to Larne and North Ireland. Northwards from Ayr the coast line is carried past *Prestwick, Monkton, Troon* and IRVINE, a town of some importance, near Eglinton Castle, the splendid mansion of the Earl of Eglinton, to KILWINNING, whence a branch diverges for Ardrossan and the coast. The main route from Ayr—also, in connection with Kilmarnock—proceeds through *Dalry, Kilbirnie, Beith, Lochwinnoch, Howwood*, and Milliken Park to JOHNSTONE, where passengers may join the Greenock line; or, continuing their journey by

Elderslie, PAISLEY (*Canal and Gilmour Street stations*), *Crookston*, *Bellahouston*, *Shields*, and *Shields Road*, can reach *Main Street*, and the terminal station of *St. Enoch*, GLASGOW.

The railway station is supplemented by an imposing hotel, elaborately decorated, well furnished, and under the popular management of the Company. Other leading hotels are the "Wellington" and the "King's Arms." (*Population*—23,835.) Press—*Ayr Advertiser*, 1803; *Ayr Observer*, 1832; *Ayrshire Post*, 1880.

Returning to KILMARNOCK, we must briefly note the connection for tourists to the pleasant watering-place of Ardrossan, or thence to the growingly favourite Isle of Arran. The branch train departs on the left, and running through *Crasshouse*, *Dreghorn*, and *Irvine*, reaches KILWINNING, noteworthy for the picturesque remains of its ancient abbey. After quitting the station it proceeds by STEVENSTON and SALTCOATS, the latter a popular bathing resort, to ARDROSSAN (*South Beach*), and thence to

ARDROSSAN

(*For the Isle of Arran and Largs*),

Fares from St. Pancras—1st, 58/-; 3rd, 36/-.	Return—1st, 110/3; 3rd, 62/11.
" " Bristol " 50/6; " 30/3½.	" " " 107/3; " 60/3.

414 miles from St. Pancras, 427½ from Bristol, 218½ from Leeds, and 231½ from Manchester. This pleasantly-situated health and pleasure seaside resort contains ample modern accommodation for residents and visitors. The town is well supplied with good hotels, churches, and public buildings, and is also of interest for its remarkably fine harbour. Of antiquities few remain save the ruins of Ardrossan Castle. During the tourist season Ardrossan often presents a busy scene, for not only do daily mail packets sail between here and Belfast, but the Isle of Arran can be reached by means of a special steamer service. An extension of the railway skirts the coast by WEST KILBRIDE, near to the stronghold of Portincress, and the shattered ruins of Montfode Castle. Through pleasing surroundings it next enters FAIRLIE, a delightful little watering-place, overlooking the Firth of Clyde. Facing the bay is the Island of Cumbrae, reached by a short steam service from Fairlie pier. Its principal town is MILLPORT, another of the many insular holiday haunts of south-western Scotland. The line has recently been continued to the pleasant health-resort of LARGS.

Press—*Ardrossan Herald*, 1853; *Ayrshire Weekly News*, 1859.

The completion of our journey from *St. Pancras* to the picturesque Isle of Arran is afforded by the "*Glen Sannox*," the handsome Clyde-built steamer of the "*Glasgow and South Western Railway*," which within thirty-five minutes lands its passengers at

BRODICK

(For the Isle of Arran),

427 miles from St. Paneras, 440½ from Bristol, 231¾ from Leeds, and 244¼ from Manchester. For variety of coast and inland



GLEN CLOY, ISLE OF ARRAN.

(From a photograph by Messrs. G. W. Wilson & Company, Aberdeen.)

scenery, comprising grand mountain prospects, wild and wooded glens, a rock-bound coast, and ozone-charged breezes from the wide

Atlantic, the Isle of Arran has but few equals. Brodick, the principal town, is noteworthy for its nearness to Brodick Castle, the princely seat of the Duke of Hamilton, its beautiful bay and lengthy iron pier, the towering granite height of Goatfell (2,875 feet), and the charming glens of Sannox, Cloy, and Rosa.

Amongst other points of interest we may enumerate Loch Ranza, an inlet from the ocean, with the ruins of an ancient fortress on its shore; Lamlash, with the Holy Isle sheltering its harbour; Corrie Village; Whiting Bay; the King's Cave, an old hiding-place of Robert the Bruce; and the islet of Pladda on the south. The whole area affords countless subjects of interest for artist, geologist, or botanist. It may be remembered that the brothers Daniel and Alexander Macmillan, founders of the great publishing house that bears their honoured name, were natives of Arran. The island can be reached both from Glasgow and Ardrossan. Other ports of call subsequent to *Brodick* are *Lamlash*, *King's Cross*, and *Whiting Bay*. The "Douglas," at Brodick, is the leading hotel.

Returning to KILMARNOCK, we will now briefly describe the route followed by those through carriages of the "Midland Scotch Express" that travel *via* Dalry and Johnstone direct to Greenock for connections with the Clyde and Highland steamers. After leaving Kilmarnock these trains travel by way of CROSSHOUSE, CUNNINGHAMHEAD, and MONTGREENAN to DALRY, and thence *via* KILBIRNIE, BEITH, LOCHWINNOCH, HOWWOOD, and MILLIKEN PARK to JOHNSTONE. Here passengers for Glasgow *via* Paisley exchange carriages for the trains that travel *via* Elderslie to

PAISLEY

(*Gilmour Street and Canal Stations*),

Fares from St. Pancras—1st, 5s/-; 3rd, 3/- . Return—1st, 11s/3; 3rd, 6s/11.

426 miles from St. Pancras. One of the most prosperous manufacturing towns of Scotland, Paisley can also claim attention for the extensive and picturesque ruins of its once magnificent abbey, and more particularly for the fine modern elevations of the Clark Town Hall, the Coats Public Library and Museum, and the Neilson Educational Institution. These handsome buildings, and the Fountain Gardens, have been the munificent gifts of local benefactors.

The manufacture of thread, and the production of corn flour, are the chief of many prevailing industries. Professor John Wilson and Robert Tannahill may be named amongst poets who own Paisley for their birthplace. Here, too, were born Principal John Cunningham of St. Andrews University; also Mr. Wm. Hart, a New York landscape painter, whose younger brother, also a gifted American artist, was born at Kilmarnock. The trains from Paisley pursue their course

through CROOKSTON, BELLAHOUSTON, POLLOKSHIELDS, SHIELDS, and SHIELDS ROAD to GLASGOW (*Main Street, Bridge Street, and St. Enoch*). Press—*Paisley Daily Express*, 1874; *Paisley Chronicle*, 1885; *Paisley Gazette*, 1853; *Renfrewshire Independent*, 1856.

The Greenock expresses then continue their journeys through HOUSTON, BRIDGE OF WEIR, and KILMALCOLM to GREENOCK (*Lynsdoch Station*) and

GREENOCK.

Princes Pier

(*For Kilm, Dunoon, Rothesay, The Kyles of Bute, Inverary, Ardaraigh, Oban, and via the Caledonian Canal to Inverness*),

Fares from St. Pancras—1st, 50/4; 3rd, 33/8. Return—1st, 112/9; 3rd, 64/3.

438½ miles from St. Pancras, 338½ from Leicester, 320 from Nottingham, 529½ from Bournemouth, 451½ from Bristol, 359½ from Birmingham, 317½ from Derby, 281½ from Sheffield, 242½ from Leeds, 234½ from Bradford, 255½ from Manchester, 266 from Liverpool, and 130 from Carlisle. Less than two centuries ago but a small fishing village, Greenock has recently attained the position of an important and populous seaport. Its numerous engineering and other works are connected with the shipbuilding interest, and especially engaged in the construction of iron-plated ships. Greenock is also one of the largest centres for sugar-refining, which may be described as the principal industry. Next to the ample shipping accommodation of its various docks and quays, the town deserves notice for its handsome Town Hall, also for the Mariners' Asylum. Dr. James Watt, the inventor of the steam-engine (d. 1819), Principal John Caird of Glasgow University, and Professor Hamish MacCunn, a rising Scottish composer, were born at Greenock.

The leading feature of the port as regards its association with the "*Midland Railway*" is its steamer station known as *Princes Pier*, communicating by a covered way with the landing-stage, used in connection with the daily service of steam packets running to *Dunoon, Rothesay, Inverary, Oban, Inverness*, and the numerous piers that serve the traffic through the picturesque district of the Western Highlands. The "*Neptune*" and the "*Mercury*" are the principal boats of the many fine steamships owned by the "*Glasgow and South Western Railway*." Mr. David MacBrayne's popular line is noted for its Royal Mail steamers, the "*Columba*" and the "*Iona*," as well known for their magnificent accommodation and fast sailing on the Clyde waters as are the performances of the crack expresses between London and Scotland on land. In addition to these fleets, another noteworthy service is that to *Inverary*, run by the "*Lord of the Isles*," and its associated vessels; while

numerous highly creditable boats are daily passing between *Rathesay, Arran*, and other important stations. The leading hotel at Greenock is the "Tontine." (*Population*—63,086.)

Press—*Greenock Telegraph*, 1857. Weekly—*Greenock Herald*, 1852.

(For additional information respecting the *Clyde and Highlands Steamer Services*, see *Map of Scotland*, page 182.)

Departing from KILMARNOCK, the "Midland Scotch Express" now travels northward, by way of KILMAURS and STEWARTON, to DUNLOP and LUGTON, whence a branch extends westward towards BARMILL and the old town of BEITH. Beyond CALDWELL we see on our left the pretty sheet of water known as Loch Libo ere we pass the thread-works of NEILSTON, and approach a populous manufacturing and mining district, with stations at BARRHEAD, NITSHILL, KENNISHEAD, POLLOKSHAW, and CROSSMYLOOF. At STRATHBUNGO we reach a residential suburb of Glasgow—not far from the battlefield of Langside, which in 1563 witnessed the defeat of Mary Queen of Scots by the troops of the Regent Murray—and after passing GORBALS we cross the Clyde and enter

GLASGOW.

St. Enoch Station

(For Paisley, Renfrew, Johnstone, and Greenock in connection with the sailings of the Clyde and Highlands Steamers),

Fares from St. Pancras	1st, 5s/-	3rd, 3s/-	Return—1st, 10s/3	3rd, 6s/11
" " Leicester—	4s/-	2s/-	" " 8s/3	" 4s/4
" " Nottingham—	4s/-	2s/-	" " 8s/2	" 4s/7
" " Bristol—	5s/6	3s/6	" " 10s/3	" 5s/6
" " Birmingham—	4s/-	2s/-	" " 8s/3	" 4s/10
" " Derby—	4s/-	2s/6	" " 8s/3	" 4s/2
" " Sheffield—	5s/6	3s/6	" " 9s/3	" 5s/6
" " Leeds—	5s/6	3s/6	" " 9s/3	" 5s/10
" " Bradford—	5s/6	3s/6	" " 9s/3	" 5s/10
" " Liverpool—	5s/6	3s/6	" " 9s/3	" 5s/10
" " Manchester—	5s/6	3s/6	" " 9s/3	" 5s/4
" " Blackburn—	5s/11	3s/11	" " 9s/10	" 5s/8

423½ miles from St. Pancras, 324½ from Leicester, 305½ from Nottingham, 515½ from Bournemouth, 437 from Bristol, 345½ from Birmingham, 303 from Derby, 266½ from Sheffield, 228½ from Leeds, 220½ from Bradford, 240½ from Manchester, 251½ from Liverpool, and 115½ from Carlisle. The mercantile metropolis of Scotland—which according to the recent census return contains a population of 565,714 inhabitants—is a well-built, substantial, and prosperous city covering an area of some twelve thousand acres upon the banks of the Clyde. Like other ancient towns its foundation can be traced to the days when Christianity was first carried to the wild tribes of North Britain. About 540 good Kentigern—perhaps better known as St. Mungo—left the Orkneys upon a missionary tour to the Britons of Strathclyde. Although his preaching was crowned with some measure of success, St. Kentigern

GLASGOW AND SOUTH WESTERN RAILWAY.

DIRECT ROUTE BETWEEN
SCOTLAND AND ENGLAND.

THROUGH TRAINS ARE RUN BETWEEN
GLASGOW (ST. ENOCH) AND LONDON (ST. PANCRAS),

*Via the GLASGOW AND SOUTH WESTERN and MIDLAND RAILWAYS,
GIVING A DIRECT AND EXPEDITIOUS SERVICE BETWEEN*

GLASGOW, GREENOCK, PAISLEY, AYR, ARDROSSAN, KILMARNOCK, DUMFRIES, &c
AND
LIVERPOOL, MANCHESTER, BRADFORD, LEEDS, SHEFFIELD, BRISTOL, BATH,
BIRMINGHAM, LONDON, &c.

SLEEPING-SALOON CARRIAGES ARE RUN BY THE EVENING EXPRESS
TRAINS BETWEEN GLASGOW AND LONDON.

LAVATORY CARRIAGES (First and Third Class) are run by the principal Day and Night Express Trains
between Glasgow, Liverpool, Manchester, Bristol, London, &c.

DINING CARRIAGES.—First and Third Class Dining Carriages are run by the Afternoon Express Trains
in each direction between Glasgow (St. Enoch) and London (St. Pancras).

TOURIST TICKETS issued by this route are available to break the journey at any Station on the
direct route of the Glasgow and South Western Railway, between Carlisle and the Station to
which the Ticket entitles the Holder to travel, going or returning; and Holders of Tourist
Tickets issued to Glasgow or Greenock, or Stations north thereof, are allowed to travel *via*
Ayr, and break the journey there.

NORTH OF IRELAND AND ENGLAND,

Via LARNE, STRANRAER, and ANNAN.

TH connection with the SHORT SEA PASSAGE between Larne and Stranraer convenient Express Trains
are run between Larne and Belfast and the principal towns and places of interest in the North of
Ireland; also between Stranraer, Carlisle, Liverpool, Manchester, Bristol, Birmingham, London, and the
principal towns in England and Wales.

ORDINARY AND TOURIST TICKETS ARE ISSUED BY THIS ROUTE BETWEEN
ENGLAND AND IRELAND.

GLASGOW AND SOUTH WESTERN RAILWAY.

FIRTH OF CLYDE AND WEST HIGHLANDS,
VIA GREENOCK.

EXPRESS AND FAST TRAINS ARE RUN AT CONVENIENT HOURS BETWEEN
GLASGOW (St. Enoch) & GREENOCK (Princes Pier)

IN DIRECT COMMUNICATION WITH

The Glasgow and South Western Company's New Fleet of
Magnificently-appointed STEAMERS,

Also "Columba," "Iona," "Lord of the Isles," "Isle of Arran," &c.,

Sailing to and from HUNTER'S QUAY, KIRN, DUNOON, INNELLAN, CRAIGMORE, ROTHESAY, PORT-BANNATTYNE, KYLES OF BUTE (all Piers), TARBERT, ARDRISHAIG, OBAN, INVERARAY, KILCREGGAN, COVE, BLAIRMORE, STRONE, ARDNADAM, KILMUN, ARDENTINNY, CARRICK CASTLE, COULPORT, DOUGLAS, LOCHGOILHEAD, ARROCHAR, and the GARELOCH PIERS.

Through Carriages are run by certain Trains between GREENOCK (Princes Pier) and EDINBURGH (Waverley), and by the Evening Express Trains in each direction between GREENOCK (Princes Pier) and LONDON (St. Pancras).

ARRAN AND THE AYRSHIRE COAST.

The splendid new Steamer "GLEN SANNOX," belonging to the Glasgow and South Western Company, sails Daily to and from the ISLAND OF ARRAN, in connection with the Express Train Service from GLASGOW (St. Enoch Station) *via* ARDROSSAN.

THE LAND OF BURNS.

An Express and Fast Train Service is given between GLASGOW (St. Enoch), PAISLEY, and TROON, PRESTWICK, AYR (The Land of Burns), ARDROSSAN, FAIRLIE, LARGS, &c.

MILLPORT AND KILCHATTAN BAY, *VIA* FAIRLIE.

The Company's New Steamers sail in direct connection with Express Trains to and from Fairlie during the Season.

For Particulars as to Trains and Steamers, see the Company's Time Tables.

GLASGOW, OCTOBER, 1893.

THOMAS BRUNTON, GENERAL MANAGER.



ARMS OF GLASGOW.

Early English pile commenced at the close of the twelfth century by Bishop Joceline, and continued by his successors in the see until 1446. About the same time Glasgow obtained a royal charter for the foundation of its well-known University. Although the city has steadily maintained a leading position as an educational centre, its later history has been more peculiarly identified with the development of its industries and the conduct of a world-wide commerce. Shortly after the Treaty of the Union Glasgow became largely interested in the American tobacco and sugar trade, and its "tobacco lords" were recognised amongst the richest merchants of the country. Many favourable circumstances have conduced to the building-up of the vast industrial hive known as nineteenth-century Glasgow. Cotton mills, calico printing factories, dye works, and other centres of the textile industries here employ many thousands of hands; and large chemical works, amongst which we may notice the huge buildings of St. Rollox, are seats of great activity. But the chief reasons for Glasgow's commercial supremacy are its rich coal field; extensive engineering works, iron furnaces, and foundries; also the fact of the Clyde being now recognised as the maritime capital of the cosmopolitan shipbuilding interest, that so greatly depends upon the Elders' and Thomsons' shipyards. While speaking of the river we may remark that the enterprising administration of the Clyde Trust has by an expenditure of some £8,000,000 created and maintained a deep-water harbour some two miles in length, which ranks amongst the chief water-ways of the United Kingdom. It was upon the Clyde, on the 18th of January, 1812, that Mr. Henry Bell launched the tiny "*Comet*," the first vessel propelled by steam that floated upon British waters.

Before speaking in detail of the city we should perhaps name a few of the many worthies who have known it as their birthplace. In John Gibson Lockhart (d. 1854) Glasgow can claim a man of letters who for twenty-seven years ably edited the *Quarterly Review*, and during this period produced the standard biography of his great father-in-law, Sir Walter Scott; John Muir (d. 1882) was a Sanskrit scholar of wide erudition; and a philosopher of no mean power was Sir William Hamilton (d. 1856). The engineer of the Bell Rock Lighthouse, Robert Stevenson (d. 1850), was born at Glasgow; so, too, were Sir William Atherton (d. 1864), who successively held the offices of Solicitor-General and Attorney-General; and Sir Andrew Crombie Ramsay (d. 1891), the learned geologist; also Professor Thomas Graham (d. 1869), who became Master of the Mint. Neither should we forget that brave Sir John Moore (d. 1809), the hero of Corunna, was a native of the city on the Clyde, nor that here was born Thomas Campbell (d. 1844) the poet. Michael Scott (d. 1833) was a humourist. Amongst the men of to-day who hail from Glasgow are Sir Andrew Fairbairn, Dr. John Hutchinson Stirling, Professor Wm. Ramsay, Ph.D., F.R.S., Professor A. W. Forsyth, M.A., F.R.S., Dr. George Matheson, Dr. George Fleming, and Mr. William Black, a gifted novelist. Mr. Colin Hunter, A.R.A., and Mr. William Simpson, well known as a special artist of the "*Illustrated London News*," are also natives of Glasgow.

Glasgow is certainly remarkable for its wide and well-kept thoroughfares, traversed by tramways. *St. Enoch's Station* is within a few steps of Argyle Street, a busy artery of traffic in a direct line eastward with the Trongate, where stands the Tron Church, once famous for the ministry of Dr. Chalmers. Covering the traditional battlefield of Wallace and Earl Percy, "Bell o' the Brae," are the High Street and the Saltmarket—two portions of Old Glasgow familiar to readers of "*Rob Roy*." Upon the northern bank of the river is Glasgow Green, the peoples' recreation-ground, where is the Nelson Monument. In the opposite direction from *St. Enoch's Square*, and reached through Jamaica Street, is the Broomielaw, the busy harbour of the Clyde. Close to Telford's Broomielaw Bridge are the quays used by the Clyde, the Highland, and the Irish steamers.

Northward from Argyle Street extend four of the chief business thoroughfares: Queen Street, communicating with George Square; Buchanan Street; Union Street, which has its continuation in Renfield Street; and Hope Street, where is the Corn Exchange, also the head offices for Mr. David MacBrayne's celebrated fleet of Clyde and Highland steamers. Undoubtedly the chief of these four roads is Buchanan Street—which, by the way, contains the handsome offices of the *Glasgow Herald* and the *Evening Times*. On the north it joins Sauchiehall Street, the direct route towards West



THE TRONGATE, GLASGOW.

End Park, a favourite residential district. To the right of Buchanan Street is George Square, a magnificent area, noteworthy for the splendid Renaissance pile of the Municipal Buildings—the General Post Office, and the Merchants' House. In the centre of the square is a lofty Doric column erected in honour of the late Sir Walter Scott. Surrounding this are equestrian statues of the Queen and the late Prince Consort, with other figures, chiefly commemorating eminent Scotsmen. Not far distant is the Royal Exchange, an imposing Corinthian elevation situated in Queen Street. Stirling Road, extending from the north side of the square, leads to St. Mungo's Cathedral, remarkable for its Lady Chapel, Early English crypt, and other examples of Pointed Gothic work, also for a series of modern painted windows. In the same neighbourhood are the Barony Church—to be remembered for its associations with the late Dr. Norman Macleod, the first editor of "*Good Words*"—the Royal Infirmary, and the vast Necropolis, the chief cemetery of Glasgow. Two of the chief libraries are Mitchell's in East Ingram Street, and Stirling's in Miller Street. In East George Street is the Andersonian University.

Approaching the West End of Glasgow by way of Sauchiehall Street, we shall leave the Fine Art Institute on our left, while to the right are the Corporation Art Galleries, containing some 548 paintings, chiefly belonging to the Flemish, the Dutch, and the Italian schools; also several fine sculptures, including a statue of William Pitt by John Flaxman. These magnificent collections are chiefly the result of munificent bequests of pictures made by the late Mr. Archibald McLellan, Mr. William Ewing, and Mrs. Graham-Gilbert. This gallery has received a warm eulogy from Mr. J. C. Robinson, F.S.A., Her Majesty's Surveyor of Pictures, who remarks that it contains a considerable proportion of "really valuable and authentic works of great masters," and considers "that the aggregate constitutes the most interesting and valuable provincial public collection of such works in the kingdom." Amongst paintings of the Italian school are examples by Giorgione, Titian, Palma Vecchio, Paris Bordone, and Sandro Botticelli; while the canvases by Flemish and Dutch masters embrace the works of Rubens, Vandyck, Rembrandt, Teniers, Jan Steen, Wouvermans, Berghem, Ruysdael, Hobbema, Adrian Van de Velde, Andrew Both, Cnyp, William Van de Velde, Van Huysum, Wynants, Bakhuizen, Netscher, and Egdon Van der Neer. The masterpieces of the collections are the Giorgione, the Ruysdaels, and the Rembrandts, also three remarkable pictures respectively by William Van de Velde, Andrew Both, and Hobbema.

Upon Gilmore Hill, a commanding site overlooking the beautiful West End or Kelvingrove Park, stand the extensive buildings of



GLASGOW UNIVERSITY.

(Front a photograph by Messrs. Valentine & Sons, Dundee.)

the University, an imposing adaptation of the Early English Gothic style, designed by the late Sir G. Gilbert Scott. Its principal apartments are the magnificent Bute Hall, the Randolph Hall, a valuable Museum, and the celebrated Hunterian Library, which includes several Caxtons and other rare works, also the books formerly owned by Sir William Hamilton. Its *alumni* have included numerous leaders of thought and action, such as Baillie, Burnet, Cullen, George Dawson, Sir William Hamilton, Hutchinson, Jardine, Norman Macleod, Melville, Millar, Reid, Richardson,

Sandford, Simpson, Sir George Sinclair, Adam Smith, Dr. R. Angus Smith, Dugald Stewart, and John Wilson (Christopher North), Lord Kelvin (b. 1824), Mr. P. J. Bailey (b. 1816), General Sir Archibald Alison (b. 1826), Professor James Bryce (b. 1838), the Hon. W. W. Hunter (b. 1840), and Mr. Robert Buchanan (b. 1841). In the West End Park, and within a short distance of the University, is the City Industrial Museum. Close to the University is the Western Infirmary, and not far distant, in the Great Western Road, are the Glasgow Academy and the attractive Botanic Gardens, containing the Kibble Palace and other spacious conservatories. The eastward suburbs of the city surround the Alexandra Park; and the Queen's Park, another beautiful pleasure-ground, is nearly two miles from the southern bank of the Clyde. Numerous places of worship are associated with the Presbyterian or the Nonconformist Churches. Both the City and the West End are supplied with club-houses, assembly-rooms, and theatres, including the "Royal" in Hope Street and the "Royalty" in Sauchiehall Street. The Christian Institute Buildings, the headquarters of the Young Men's Christian Association, are at 70, Bothwell Street. Two of the best vantage-points for comprehensive views of Glasgow are from the heights of the Necropolis or the more distant slopes of the Queen's Park.

Glasgow is certainly one of the most important traffic centres of the United Kingdom, and by means of the "Midland Expresses" from *St. Enoch Station* is placed in direct connection not only with London (*St. Pancras Station*) *via* Leicester or *via* Nottingham, but likewise with Blackburn, Liverpool, Manchester, Bradford, Leeds, Sheffield, Derby, Birmingham, Worcester, Cheltenham, Gloucester, Bristol, Bath, Bournemouth, and all parts of the West of England. Although, during the summer months, certain through carriages from London (*St. Pancras Station*) travel direct to Greenock *via* Kilmarnock and Johnstone, passengers for the Clyde and the Western Islands, wishing to break their journey at Glasgow, can first travel to *St. Enoch Station*. From this terminus frequent trains depart by way of *Main Street, Shields Road, Shields, Bellahouston, Ibrox, Cardonald, and Crookston* to PAISLEY (*Gilmour Street* and *Canal* stations), and thence *via Elderslie, Houston, Bridge of Weir, and Kilmalcolm* to GREENOCK (*Lyne-doch* and *Princes Pier* stations), where connections can be made with the fine steamers of the "*Glasgow and South Western Railway*." (See page 171.) Frequent trains also run from *St. Enoch* to *Gallowgate, Bellgrove, Duke Street, Alexandra Park, Garnagad, Barnhill, and Springburn*, likewise *via Ibrox* to GOVAN, also to RENFREW. Other services, travelling *via Paisley* and *Kilwinning*, afford access to ARDROSSAN, LARGS, and Ayr.

The magnificent terminus of *St. Enoch Station* is most centrally situated for all parts of the city. A letter-box, a telegraph office, and a bookstall, also refreshment- and dining-rooms, are on the principal platform. Luncheon baskets are supplied. Immediately adjoining the platforms is the "*St. Enoch Station Hotel*," a commodious and handsome structure fronting *St. Enoch Square*. Its public apartments, which include a handsome coffee-room and a fine drawing-room, also writing, billiard, and smoking-rooms, are luxuriously yet comfortably furnished, while the private apartments *en suite* and the bedrooms are of the same superior description. This hotel is under the management of the Company, and its porters are in attendance upon the trains. Amongst other hotels of the city are the "*Grand*," the "*Macgregor*," the "*Bath*," and the "*Cockburn Temperance Hotel*." (*Population*—565,714.)

Daily Press—*Evening Times*, 1876; *Glasgow Daily Mail*, 1847; *Glasgow Echo*, 1893; *Glasgow Evening Citizen*, 1864; *Glasgow Evening News*, 1870; *Glasgow Herald*, 1782. Weekly—*Glasgow Weekly Herald*, 1864; *Glasgow Weekly Mail*, 1863; *Weekly Citizen*, 1842.

WE must now return to DUMFRIES, where we shall diverge from the trunk route, and travel over the western main line that extends towards Stranraer, the port of embarkation for the "*Short Sea Route*" to Ireland, *via* Larne for Belfast, Londonderry, and all stations in the North of Ireland. After leaving Dumfries, we cross the Nith, with *Lincluden Abbey* on our right. Speeding through MAXWELLTOWN, LOCHANHEAD, KILLYWHAN, KIRKGUNZEON, and SOUTHWICK, we come to DALBEATTIE and CASTLE DOUGLAS, 360½ miles from *St. Pancras*, the point of exchange for the *Bridge of Dee*, *Tarff*, and the ancient town of KIRKCUDBRIGHT, seated upon the picturesque *Dee* estuary. Again moving onward, we successively pass CROSSMICHAEL and PARTON upon the banks of the *Dee*; then speed through NEW GALLOWAY, DROMORE, CREETOWN, and PALNURE ere we come to the pleasant little town of NEWTON STEWART, 390½ miles from *St. Pancras*, whence extends a southward branch towards *Wigtown*, *Kirkcinner*, *Whauphill*, *Sorbie*, *Garliestown*, and *Whithorn*. The next stage of our journey carries us through KIRKOWAN and GLENLUCE towards DUNRAGIT and

STRANRAER

(*For Larne, Belfast, Antrim, Londonderry, and North Ireland*),

Fares from *St. Pancras*—1st, 58/4; 3rd, 27/6. Return—1st, 100/-; 3rd, 53/-.

414½ miles from *St. Pancras*. Stranraer, the principal seaport of South-West Scotland, occupies a salubrious situation at the head of

Loch Ryan. It is a convenient centre for excursions to Castle Kennedy, Portpatrick, and the Mull of Galloway. The late Sir James Caird (d. 1892), a great agricultural authority, was a native of Stranraer. Its harbour is of considerable importance, from the fact that the fine passenger steamers that sail hence to Larne afford the shortest sea-route to Ireland, only eighty minutes being actually spent upon the ocean. These boats run throughout the year; but during the summer they are supplemented by a special daylight service, which likewise within two hours conveys its passengers to

LARNE HARBOUR

(For *Carrickfergus, Belfast, Antrim, Ballymena, Ballymoney, Ballycastle, Coleraine, Portrush, Londonderry, and the Donegal Highlands*),

Fares from St. Pancras via Stranraer—1st, 55/-; 3rd, 27/6. Return—1st, 92/-; 3rd, 50/-.
 „ „ Bristol— „ 52/4; „ 27/6. „ „ 91/8; „ 55/7.

453½ miles from St. Pancras and 23 from Belfast. The little town of Larne, which during recent years has become a recognised seaport in connection with the “Short Sea Route” between England and Ireland, is in direct connection with the “*Belfast and Northern Counties Railway*.” The trains of this Company run alongside the steamers, and not only afford communication with Belfast, but likewise provide an express service via BALLYMENA to BALLYMONEY, to COLERAINE for Portrush and the Giant’s Causeway, and to Londonderry, the chief railway centre and seaport of North Ireland. Presuming that passengers have travelled westwards to BALLYMENA they will hence follow a north-westerly course through *Cullybuckey, Glarryford, Killagan, Ballymoney and Macfin* to COLERAINE, whence a northward branch via Portstewart affords a road to the charming watering place of PORTRUSH. Within easy reach is the magnificent rock scenery of the world-famed Giant’s Causeway and the attractive Antrim coast road. A short ride by the electric car—which, by the way, was the first to be constructed within the limits of the United Kingdom—will convey the tourist to the Giant’s Chimney Pots, the Giant’s Horns, Pleaskin and other wonders of this singular geological formation. The “Northern Counties” is an excellent hotel. After leaving Coleraine we again travel onward by *Castlerock, Downhill, Magilligan, and Bellarena* to *Limavady Junction*, and thence run through *Ballykelly, Currichue, Eglinton* and *Culmore* to

LONDONDERRY,

Mill Street Station.

(For *Buncrana, Letterkenny, Donegal, Ballyshannon, Enniskillen, and Sligo*),

Fares from St. Pancras via Stranraer—1st, 62/6; 3rd, 29/6. Return—1st, 104/6; 3rd, 55/-.

560 miles from London (*St. Pancras Station*), 460½ from Leicester, 442 from Nottingham, 403½ from Sheffield, 364½ from Leeds, 356½



ARMS OF
LONDONDERRY.

from Bradford, 573½ from Bristol, 481½ from Birmingham, 377½ from Manchester, and 252 from Carlisle. The city of Londonderry is seated upon an eminence that rises from the banks of the Foyle. It will ever be famous for the memorable "Siege of Derry." From the 18th of December, 1688—when the Ferry Gate of the city was closed by thirteen young apprentices—until the 12th of August, 1689, the citizens of Londonderry withstood a besieging army at times exceeding 20,000 men. During the last 105 days of its heroic resistance its brave defenders, chiefly inspired and led by the Rev.



LONDONDERRY.

George Walker, underwent cruel privations. On the 12th of August the "*Mountjoy*," one of the three merchant ships sent by England, succeeded in breaking the boom in the Foyle and accomplished the relief of the city. Within three days the troops of King James raised the siege and retreated from the scene of their discomfiture. Thus, according to Macaulay, "ended this great siege, the most memorable in the annals of the British Isles. It had lasted 105 days. The garrison had been reduced from 7,000 effective men to about 3,000. . . . The means both of attack and of

defence had undoubtedly been such as would have moved the great warriors of the Continent to laughter, and this is one of the very circumstances which give so peculiar an interest to the history of the contest. It was a contest, not between engineers but between nations, and the victory remained with the nation which, though inferior in number, was superior in civilisation, in capacity for self-government, and in stubbornness of resolution." The chief public buildings of Londonderry are the Protestant Cathedral, the Roman Catholic Cathedral, the Magee Presbyterian College, the Corporation Hall, and the Apprentice Boys' Hall. The Walker Monument, which stands on the walls, commemorates the Rev. George Walker, a devoted leader of the citizens during the eventful crisis of 1689. Londonderry is a convenient centre for excursions to BUNCRANA, LETTERKENNY, DONEGAL, BALLYSHANNON, ENNISKILLEN, SLIGO, and other stations of North Ireland. Hotels—"Jury's" and the "Imperial." (Population—32,893.) Press—*Derry Journal*, 1772; *Derry Standard*, 1836; *Londonderry Sentinel*, 1829.

Returning to LARNE HARBOUR we will now briefly indicate the route followed by the "Belfast Boat Express," which departs on the arrival of the steamers from Stranraer. Travelling *via Larne, Glynn, Magheramorne, Ballycarry, Whitehead, Kilroot, Carrickfergus, and Trooper's Lane*, this fast train reaches *Carrickfergus Junction*, where passengers can exchange for ANTRIM—and thence running through *Jordanstown, Whiteabbey, Whitehouse, and Greencastle*, completes its journey of fifty minutes at the platforms of

BELFAST,

York Road Station

(For *Antrim, Ballymena, Ballymoney, Ballycastle, Coleraine, Portrush, Londonderry, and the Donegal Highlands*),

Fares from St. Pancras <i>via</i> Stranraer—1st, 5s/-; 3rd, 27/6.				Return—1st, 92/-; 3rd, 50/-.								
"	"	Bristol—	"	"	52/4	"	27/9.	"	"	91/8	"	55/7.
"	"	Leicester—	"	"	44/6	"	22/-	"	"	74/6	"	44/-.
"	"	Nottingham—	"	"	39/0	"	20/10.	"	"	60/-	"	41/8.
"	"	Sheffield—	"	"	35/9	"	18/3.	"	"	61/8	"	36/6.
"	"	Leeds—	"	"	30/6	"	15/-	"	"	51/-	"	30/-.
"	"	Bradford—	"	"	30/6	"	15/-	"	"	51/-	"	30/-.

477 miles from London (*St. Pancras Station*), *via* Stranraer and Larne, 377½ from Leicester, 359 from Nottingham, 320½ from Sheffield, 281½ from Leeds, 273 from Bradford, 490 from Bristol, 398 from Birmingham, 356 from Derby, 294 from Manchester, and 169 from Carlisle; also 520 from *St. Pancras Station* to *Donegal Quay* *via* Barrow. Seeing that Belfast, the great mercantile metropolis of North Ireland, is likewise reached by means of "*Midland*" services that emanate from Barrow, we must refer our readers to Section V. for a description of the town, also for a notice of its railway connections throughout the picturesque province of Ulster.



MAP
OF
SCOTLAND,
IN DIRECT CONNECTION,
BY THE
EXPRESS SERVICES
OF THE
MIDLAND RAILWAY,
WITH
LONDON
(*St. Pancras Station*),

LIVERPOOL
(*Exchange Station*),

MANCHESTER
(*Victoria Station*),

BRISTOL,
BIRMINGHAM,
DERBY,
BOLTON,
BLACKBURN,

LEICESTER,
NOTTINGHAM,
SHEFFIELD,
LEEDS,
BRADFORD,

LUTON,
BEDFORD,

BOURNEMOUTH,
BATH,

LINCOLN,
NEWARK,

NORTHAMPTON,
CAMBRIDGE,

GLOUCESTER,
CHELTENHAM,

MANSFIELD,
BARNLEY,

KETTERING,
CHESTERFIELD,

WORCESTER,
BURTON,

WAKEFIELD,
KEIGHLEY,

THE WEST OF ENGLAND,
AND THE
CONTINENT OF EUROPE.

SUMMER TOURS IN SCOTLAND.

THE

ROYAL



ROUTE.

GLASGOW AND THE HIGHLANDS

Via CRINAN and CALEDONIAN CANALS.

ROYAL MAIL STEAMERS.

Columba
Iona
Fusilier
Chevalier
Grenadier
Gondolier
Flowerdale
Pioneer

Glengarry
Glencoe
Lochawe
Lochness
Lochiel
Linnet
Lovedale
Claymore

Clansman
Clydesdale
Gladiator
Cavalier
Staffa
Ethel
Gael
Islay

Handa
Mountaineer
Mabel
Fingal
Udea
Countess
Inveraray Castle
Pelican

The Royal Mail Swift Passenger Steamer

"COLUMBA" OR "IONA"

Sails daily from May till October, from Glasgow at 7 a.m., and from Greenock at 8.50 a.m., Princes Pier at 9 a.m., Gourock at 9.15 a.m., Dunoon at 9.30 a.m., in connection with Express Trains from London and the South, Edinburgh, and Glasgow, &c., for KYLES OF BUTE, TARBERT, and ARDRISHAIG, conveying Passengers for OBAN, GLENCOE, INVERNESS, LOCHAWA, LOCH SHIEL, LOCH LOMOND, LOCH KATRINE, THE TROSSACHS, STAFFA and IONA, MULL, SKYE, GAIRLOCH, LOCHINVER, STORNOWAY, &c.

TOURS TO THE WEST HIGHLANDS

(Occupying about a week)

By Steam Ship "CLAYMORE" or "CLANSMAN,"

Via Mull of Kintyre, going and returning through the Sounds of Jura, Mull, and Skye, calling at Oban, Tobermory, Portree, STORNOWAY, and intermediate places.

CABIN RETURN FARE, with superior Sleeping Accommodation, 45s.

Or, INCLUDING MEALS, 80s.

The Route is through scenery rich in historical interest, and unequalled for grandeur and variety. These Vessels leave Glasgow every Monday and Thursday about 12 noon, and Greenock about 6 p.m., returning from Stornoway every Monday and Wednesday.

Official Guide Book, Illustrated, 6d.; Cloth Gilt, 1s.

Time Bill, Map, and List of Fares, sent free on application to the Owner,

DAVID MACBRAYNE, 119, HOPE ST., GLASGOW. [84]

E.—CARLISLE TO EDINBURGH, ST. ANDREWS, DUNDEE, AND ABERDEEN.
 CARLISLE TO EDINBURGH, STIRLING, THE TROSSACHS, AND LOCH LOMOND.
 CARLISLE TO EDINBURGH, PERTH, PITLOCHRY, AND INVERNESS.

CARLISLE TO HAWICK; ST. BOSWELL'S FOR DRYBURGH, MELROSE FOR ABBOTSFORD, SELKIRK, GALASHIELS FOR PEEBLES, ESKBANK FOR DALKEITH, EDINBURGH (*Waverley Station*), AND LEITH; ALSO *via* THE FORTH BRIDGE TO KIRKCALDY, CUPAR, ST. ANDREWS, DUNDEE (*Tay Bridge Station*), ARBROATH, MONTROSE, AND ABERDEEN FOR BALLATER, BALMORAL, AND BRAEMAR, PETERHEAD, FRASERBURGH, BANFF, KEITH, AND *via* THE "MORAY FIRTH COAST ROUTE" TO ELGIN AND INVERNESS: *via* DUNFERMLINE, ALLOA, AND STIRLING TO ABERFOYLE FOR THE TROSSACHS, LOCH KATRINE, BALLOCH FOR LOCH LOMOND, CALLANDER FOR THE TROSSACHS, KILLIN, LOCH AWE, AND OBAN; *via* PERTH TO CRIEFF, DUNKELD, ABERFELDY, PITLOCHRY, BLAIR ATHOLE, FORRES, NAIRN, AND INVERNESS; *via* STRATHPEFFER SPA AND ACHNASHEEN TO LOCH MAREE AND GAIRLOCH, ALSO TO STROME FERRY FOR PORTTREE AND STORNOWAY; *via* TAIN TO LAIRG FOR LOCHINVER, SCOURIE BAY, DURNESS, AND TONGUE; HELMSDALE AND WICK; AND *via* THURSO TO THE ORKNEY AND THE SHETLAND ISLES.



LOSELY allied with the "Land of Burns," but on the eastern side of North Britain, is the equally famous "Land of Scott," the "Wizard of the North," whose gifted pen has immortalised the scenery of his beloved Caledonia. While the genius of the renowned poet and novelist has left its imprint more or less on all parts of our country, but especially on the Scottish Lowlands and Highlands, his memory is chiefly associated with Abbotsford, the palatial home of his own creation; Melrose, still distinguished by the romantic ruins of its once stately abbey; Dryburgh, where rest the great writer's remains; and the banks of the Tweed, which were ever dear to his muse. It is somewhat remarkable that the "Edinburgh, Perth, and Aberdeen Expresses" of the "*Midland Railway*" pass either through or very near to the scenery of which we speak. In a traffic sense, it is well served by the "*North British Railway*," which is the largest system

in Scotland, and works in close alliance with that of the "*Midland*" in England. It commands an authorised capital of £45,315,186, and owns 1,087 miles of permanent way. The Company has its headquarters at the *Waverley Station*, Edinburgh; but its far-reaching ramifications afford access from all parts of Great Britain *via* the Forth Bridge and Dundee to Aberdeen, or *via* Dunfermline to Perth for Inverness and the North Highlands. Its southerly course leads through the ever-interesting Border country; while north of Edinburgh the splendid coast scenery of Fife, the antiquities of St. Andrews, the picturesque surroundings of Loch Leven, and the Rumbling Bridge on the east, are only equalled, if not surpassed, on the west, by the glorious reaches of Loch Lomond and Loch Awe, also by the romantic scenery that characterises Loch Katrine and the Trossachs. Farther northward are the wooded recesses of Dunkeld, the beauties of the Tay Valley, the Pass of Killiecrankie, the Deeside Highlands, and the verdant islets of Loch Marce.

The first important station met with north of Carlisle serves the tweed-manufacturing town of Hawick. Within half an hour later the "*Edinburgh and Highlands Express*" passes through St. Boswells, the nearest station to the beautifully-situated ruins of Dryburgh Abbey. It then pauses at Melrose, where passengers may break their journeys in order to visit Abbotsford, Melrose Abbey, and St. Boswells. From Galashiels, another centre of the woollen manufacture, certain trains communicate with Abbotsford Ferry and Selkirk, while others afford access to Peebles. Then by way of Eskbank for Dalkeith the "*Midland*" train approaches Edinburgh (*Waverley Station*), whence local services depart for Leith, likewise for the stations of the suburban railway.

During a pause at Edinburgh, the Aberdeen and Perth portions of the St. Pancras expresses are respectively detached and made up into separate trains. The first to depart northward is that which crosses the Firths of the Forth and the Tay *en route* to Aberdeenshire. After speeding over that marvel of nineteenth-century engineering enterprise the Forth Bridge, which has considerably shortened the route between the "*Midland*" system and the North of Scotland, the "*Dundee and Aberdeen Express*" passes through Inverkeithing, whence the Dunfermline, Stirling, and Perth line bears away to the north-west, and then speeds by Burntisland to Kirkealdy. Its next pause occurs at Cupar, the capital of Fife, which is succeeded by Leuchars Junction, whence a short branch communicates with the ancient University city of St. Andrews. The substantial bridge that spans the Firth of Tay supplies the most direct means of reaching the city of Dundee (*Tay Bridge Station*). Skirting the coast of Forfarshire, the express successively approaches the seaports of Arbroath

and Montrose; then, turning inland, it passes through Stonehaven ere it enters its terminus at Aberdeen. This important University city of the North is interesting to the tourist brotherhood as the headquarters of the "*Great North of Scotland Railway*," a system which owns an authorised capital of £5,563,834, and controls 315½ miles of line, principally extending through the counties of Aberdeenshire, Banffshire, and Morayshire. Its most attractive routes are the Deeside Branch, well known as the road to Ballater for Balmoral Castle and the Braemar Highlands, and the picturesque "*Moray Firth Coast Line*," a new main route leading through Elgin to Inverness. It likewise serves the towns of Peterhead, Fraserburgh, Banff, Macduff, Huntly, and Keith; while via Craigellachie Junction it traverses the Spey Valley *en route* to the Boat of Garten, where it effects a junction with the "*Highland*" system.

The second departure from Edinburgh is that of the "*Dunfermline, Perth, and Highland Express*," which, after crossing the Forth Bridge, speeds onward to the interesting royal burgh of Dunfermline, famous for its ancient abbey church. Here during a brief pause passengers by certain trains may exchange carriages for the "*North British*" services that run *via* Alloa—for Tillicoultry, Dollar, and Rumbling Bridge—to historic Stirling, where they can join the trains of the "*Callander and Oban Railway*" that *via* Callander, Killin, Crianlarich, and Loch Awe communicate with Oban. The westward extension from Stirling, known as the "*Forth and Clyde Railway*," supplies the means of reaching Aberfoyle—for the Trossachs and Loch Katrine—or Balloch, a station on the southern shore of Loch Lomond, where tourists can join the steamers to Ardlui. The through express from Dunfermline continues its journey through Kinross Junction—where passengers exchange carriages for Rumbling Bridge—and Glenfarg to Perth, which is entered within seventy-five minutes after leaving Edinburgh. At this important centre of Perthshire, passengers can join the express and ordinary trains of the "*Highland Railway*," which possesses a capital of £5,629,526, and provides an attractive permanent way of 425½ miles, extending through Dunkeld, Ballinluig Junction—for Aberfeldy—Pitlochry, Blair Athole, Forbes, and Nairn to the city of Inverness. Farther northwards the main line threads its course through the Highlands of Sutherlandshire by Tain and Lairg to Caithness, the most northerly county of Great Britain, until it finds its terminus at the fishing port of Wick. A short branch from Georgemas Junction likewise affords access to the substantial seaport of Thurso, whence mail boats sail for the Orkney and the Shetland Isles. One of the most romantic railway rides to be enjoyed in Scotland is afforded by the line that, deviating from the trunk route at Dingwall Junction, stretches across Ross-shire in a south-westerly

direction, through Strathpeffer Spa and Achnasheen—the station for the coaches to Loch Maree and Gairloch—towards Strone Ferry, where passengers can embark on the boats that sail daily to Portree, the capital of Skye, or to Stornoway, the chief seaport of Lewis.

SHORTLY after its departure from Carlisle the “Midland Edinburgh and Highlands Express” crosses the Eden, and pursues its course through HARKER to LYNESIDE. Successively speeding across the Lyne and the Esk, we then reach LONGTOWN, where a branch from *Gretna Green* and *Gretna* joins the road to the North. Our course now lies through Eskdale, with Netherby Hall, the scene of Scott’s Border ballad of “*The Young Lochinvar*,” enshrouded amidst its finely-timbered park, on our right as we approach SCOTCH DYKE and again cross the Esk and its tributary the Liddel, ere we come to RIDDINGS JUNCTION. Here passengers by certain trains alight for the branch services that ascend the Esk Valley by *Canonbie* and *Gilnochie* towards LANGHOLM. We now hasten onwards upon the English bank of the Liddel, that here flows through a richly-wooded valley between England and Scotland. Our course for many miles still lies across the sheep-walks of the Cheviot Hills. PENTON is succeeded by KERSHOPE FOOT, beyond which we cross Kershope Burn and enter Scotland, before we pass NEWCASTLETON, with the river now flowing on our right. Across the Hermitage Water we come to STEELE ROAD, whence we may reach Hermitage Castle, the massive fortress of the Lords Soulis, some four miles northwards. Some six miles from RICCARTON JUNCTION we arrive at the summit-level of the railway, 1,000 feet above the sea, and discern two lofty fells, known as the Paps (1,677 feet), on our left, ere we pass through a tunnel and descend towards SHANKEND. Hence we travel near the Slitterick Water, and gain a glimpse on our right of Stobs Castle, clear STOBS, and four miles further cross the picturesque Teviot and pause at

HAWICK,

Fares from St. Pancras—1st, 40/8; 3rd, 23/-. Return—1st, 94/10; 3rd, 56/-.
 353½ miles from St. Pancras and 367 from Bristol. This ancient

town, situated at the confluence of the Slitterick with the waters of the Teviot, and bounded by lofty fells, is an important seat of the Scotch tweed manufacture. It is surrounded by a countryside that teems with legends of the Border, and is a convenient centre for tourists who desire to roam through Teviotdale. Within three miles to the south-west is Branxholm Hall, the original of Branksome Tower, selected by Scott as the scene for his opening canto in the “*Lay of the Last Minstrel*.” Goldielands Tower is a Border peel associated with the ballad of “*Jamie Telfer*.”

Hotels—The "Tower" and the "Victoria." (Population—19,204.) Press—*Hawick Advertiser*, 1854; *Hawick Express*, 1870; *Hawick News*, 1882.

Again running northwards, we notice the lofty hill of Ruberslaw (1,392 feet) standing up against the horizon on our right, and pass HASSENDEAN, near to the rocky range of the Minto Crags, affording charming view-points. On the same side, but further northward, stretches Ancrum Moor, in 1545 the scene of a skirmish between the English and the Scotch. Speeding towards BELSES, we may see from a bend on our left the triple-peaked Eildon Hills rising from a common base, and, according to tradition, cleft into the trinary form by the spirit that obeyed the behests of "the wondrous Michael Scott." Ere long we speed by ST. BOSWELLS, the station nearest to the ruins of Dryburgh Abbey, and skirt on our right the fertile valley of the Tweed, ere we pause close to the abbey ruins of

MELROSE

(For Abbotsford, St. Boswells, and Dryburgh Abbey),

Fares from St. Pancras—1st, 52/6; 3rd, 29/4. Return—1st, 99/6; 3rd, 58/8.

369 miles from St. Pancras, 382½ from Bristol, 173½ from Leeds, and 186½ from Manchester. The fact that British or American tourists can travel by the "Midland Scotch Expresses" from London (*St. Pancras Station*), Bristol, Birmingham, Sheffield, Leeds, Manchester, Liverpool, and other English cities, direct to Melrose, the beautiful metropolis of the "Land of Scott," is one of the chief attractions offered by the "*Midland Railway*" of England. Within the radius of a few miles from Melrose are the picturesque valleys of the Tweed, the Yarrow, and the Ettrick Water, a district instinct with the charms of romantic associations, conjured by the magic touch of the "Northern Wizard." Here may be found Ashiestiel, the pretty country house in Selkirkshire where Walter Scott remained from 1804 to 1812. Here he maintained an almost ceaseless course of literary labour, completed "*The Lay of the Last Minstrel*" and likewise penned "*Marmion*," which was succeeded by "*The Lady of the Lake*." Five miles distant from Ashiestiel is Abbotsford, created by his genius and ambition as the modern baronial home for Sir Walter Scott, the nineteenth-century baronet of an ancient line, but to the outer world of far greater fame as the author of the "Waverley Novels." Another five miles, still by the banks of Scott's beloved Tweed, lead to his last resting-place; where ruined Dryburgh, itself enshrouded by woodlands, shelters the tomb of Sir Walter Scott, also those of his wife, his eldest son (the last baronet), and his gifted

biographer, John Gibson Lockhart. And here, about midway between Abbotsford and Dryburgh, are the remains of "fair Melrose," confessedly beautiful even by "lurid day," certainly so by "the pale moonlight," but never more beautiful than when pictured by Scott in the graphic accents of his own printed page.



ABBOTSFORD.

(From a photograph by Messrs. Valentine & Sons, Dealers.)

It would be difficult to name any nineteenth-century man of letters who has been the subject of greater eulogy than Sir Walter Scott, or one whose biography has been more fairly or fully told. Amongst the praise—and at times the indiscriminating praise—thus lavished upon this great writer, it is difficult to select a more masterly criticism of Walter Scott and his style, the man and his books, than that penned by Thomas Carlyle in 1838 for the twelfth

number of the "*London and Westminster Review*." Being already indebted to Carlyle for his verdict upon Robert Burns it will be the more interesting to likewise draw from the same wells of thought a brief analysis of the characteristic traits that belonged to another of Caledonia's literary heroes—Sir Walter Scott. Carlyle intuitively sheds light in his opening sentence when he reminds us that Scott's composition is "the perfection of extemporaneous



THE STUDY, ABBOTSFORD.

writing. Furthermore," he remarks, "surely he were a blind critic who did not recognise here a certain genial sunshiny freshness and picturesqueness; paintings both of scenery and figures, very graceful, brilliant, occasionally full of grace and glowing brightness blended in the softest composure; in fact, a deep sincere love of the beautiful in Nature and man, and the readiest faculty of expressing this by imagination and by word. No fresher paintings of Nature can be found than Scott's; hardly anywhere a wider sympathy with man."

Melrose is usually chosen as the centre for driving excursions to Abbotsford and Dryburgh Abbey. The latter may also be visited from the main-line station at *St. Boswells*, while the former can



MELROSE ABBEY.

(From a photograph by Messrs. Poulton & Son, London.)

likewise be approached from the branch railway station at Abbotsford Ferry. Abbotsford is an irregular semi-Gothic pile built by Sir Walter Scott in 1811 upon a slight eminence overlooking the Tweed. For some years the chief object of its owner was to improve the buildings and to extend the landed domain of Abbotsford, and after his serious reverse of fortune in 1826 his one aim was to free his name and home from the odium of debt. The portions of the residence that are shown to visitors on weekdays, between the hours of ten and five o'clock, are Scott's study, still containing his writing-desk and arm-chair; the drawing-room, noteworthy for its portraits; the armoury, rich in mediæval coats of mail, weapons, and other



DRYBURGH ABBEY.

(From a photograph by Messrs. G. W. Wilson & Company, Aberdeen.)

curiosities; and the entrance hall. In the dining-room, an apartment not shown to visitors, the great novelist quietly breathed his last, on the 21st of September, 1832, while sitting in his arm-chair, within sight and sound of the rippling Tweed. Melrose Abbey, or rather the remains of the magnificent Cistercian house here standing upon the site of the church founded in the twelfth century by David I., are close to the railway station and within three miles of Old Melrose, first founded in the seventh century by St. Cuthbert, a missionary monk of Lindisfarne. This singularly interesting building is owned by the Duke of Buccleuch. Its custodian, Mr. J. Wass, has written an interesting pamphlet upon "*Melrose Abbey*."

MILLERHILL and PORTOBELLO, a popular watering-place on the Firth of Forth. Then, with a glimpse of Holyrood on the left, and Calton Hill rising on our right, we approach

EDINBURGH.

Waverley Station

(For Kirkcaldy, Cupar, St. Andrews, Dundee, Arbroath, Montrose, Aberdeen, and the Dee-side Highlands; for Dunfermline, Stirling, Aberfoyle, and the Western Highlands; for Perth and the Perthshire Highlands; for Inverness and the Northern Highlands; also for Leith).

Fares from St. Pancras	1st.	2d.	3d.	Return—1st.	2d.	3d.
Leicester—	44/6	25/-	23/7	83/6	49/1	45/4
Nottingham—	42/6	23/7	21/10	79/1	45/4	41/7
Bristol—	56/-	30/10	24/-	109/6	59/9	55/7
Birmingham—	44/6	24/-	21/10	83/6	45/7	41/11
Derby—	41/6	23/3	20/6	77/6	43/11	39/3
Sheffield—	37/-	20/6	17/-	68/3	39/3	35/7
Leeds—	31/-	17/-	14/6	56/6	31/7	27/11
Bradford—	31/11	18/3	15/6	60/-	34/2	30/5
Liverpool—	35/-	18/3	15/6	61/9	34/5	31/-
Manchester—	35/-	18/3	15/6	61/9	34/5	31/-
Blackburn—	31/5	16/5	13/6	56/1	31/-	27/11



ARMS OF EDINBURGH.

fairest city in Europe. It comprises what in the vernacular is known as the "Auld Toun," with its not far-distant setting of wide green countryside, and the "New Toun," an assemblage of fine thoroughfares, stately buildings, and northern suburbs, bordered by the blue waters of the Firth of Forth. Not only is Edinburgh the capital of Scotland, but it claims to be an

406½ miles from St. Pancras, 307 from Leicester, 288½ from Nottingham, 498 from Bournemouth, 419½ from Bristol, 328 from Birmingham, 285½ from Derby, 249½ from Sheffield, 211 from Leeds, 203 from Bradford, 223½ from Manchester, 234½ from Liverpool, and 98½ from Carlisle; also, *via* the Forth Bridge, 60 from Dundee, 128 from Aberdeen, 47 from Perth, and 191 from Inverness. Edinburgh, the "Empress of the North," has long been recognised as the

NORTH BRITISH RAILWAY.

THE PICTURESQUE ROUTE TO PEEBLES IS VIA
GALASHIELS.

THIS system is the most extensive in Scotland. It directly serves all the most important districts of the country, while by arrangements with other Railway Companies, with whom it is in alliance, the **"NORTH BRITISH"** provides convenient and expeditious through communication with all parts of the United Kingdom. The rapidly approaching completion of the

WEST HIGHLAND RAILWAY

also promises to afford direct communication *via* Helensburgh, Gareloch, Tarbet, Ardini, Crianterich, and Rannoch with FORT WILLIAM for the Caledonian Canal and INVERNESS. Tourists and other travellers to the Western and the Northern Highlands will find this to be a new and most attractive route through a district of lochs and mountains.



PEEBLES, FROM THE TWEED.
(From a photograph by Valentine & Sons, Dundee.)

THE "WAVERLEY ROUTE" BETWEEN ENGLAND AND SCOTLAND.

This most interesting and attractive route enables passengers travelling to EDINBURGH (*Waverley Station*), STIRLING, PERTH, INVERNESS, ST. ANDREWS, DUNDEE and ABERDEEN—from LONDON (*St. Pancras Station*), LEICESTER, NOTTINGHAM, BRISTOL, BIRMINGHAM, DERBY, SHEFFIELD, LEEDS, BRADFORD, LIVERPOOL, MANCHESTER, CARLISLE, and other stations on the **"MIDLAND RAILWAY"**—to visit **Melrose** (for Melrose Abbey and Abbotsford) and **St. Boswell's** (for Dryburgh Abbey), *en route* to their respective destinations. Sleeping Saloon Cars run between Edinburgh (*Waverley Station*) and London (*St. Pancras Station*). Lavalry

Carriages, First and Third Class, are also run by this route.

THE DIRECT ROUTE TO ST. ANDREWS IS VIA THE FORTH BRIDGE.



PUTTING THE BALL, ST. ANDREWS.
(From a photograph by Mr. A. Downie, St. Andrews.)

For the "North British" Express Services, see pages 183 to 216.

NORTH BRITISH RAILWAY.

THE MIDLAND ROUTE TO PERTH IS VIA EDINBURGH AND THE
FORTH
BRIDGE.



PERTH, FROM THE TAY.

SHORTEST ROUTE TO AND FROM THE NORTH VIA THE FORTH AND THE TAY BRIDGES.

Through Express Trains are run daily between Edinburgh (*Waverley Station*) and Dunfermline, Alloa, Stirling, and Perth, with Through Carriages to and from Inverness, *via* the Forth Bridge; also between Edinburgh (*Waverley Station*), Glasgow (*Queen Street Station*), and Dundee, Arbroath, Montrose, Aberdeen, and other stations in the North of Scotland, *via* the Forth and the Tay Bridges.

EDINBURGH AND GLASGOW.

A Complete Service of well-appointed Express and Fast Trains is run at frequent intervals between Edinburgh (*Waverley Station*) and Glasgow (*Queen Street Station*).

GLASGOW, PERTH, AND THE NORTH.

A Service of Express Trains is now run between Glasgow (*Queen Street*), Alloa, and Perth, in connection with trains between Perth, Dunkeld, Pitlochry, Blair Athole, Forfar, Brechin, Inverness, etc.

THE DIRECT ROUTE TO ABERDEEN IS VIA THE FORTH BRIDGE.



ABERDEEN, FROM THE DEE

on a photograph by G. W. Wilson & Co., Aberdeen.

INVERNESS, CALEDONIAN CANAL, WEST HIGHLANDS, FIRTH OF CLYDE, ABERFOYLE, THE TROSSACHS, LOCH KATRINE, AND LOCH LOMOND.

Tickets for Circular Tours embracing the above-mentioned places are issued at Edinburgh (*Waverley* and *Haymarket* stations), Glasgow (*Queen Street*), and the other principal stations on the **North British Railway**.

For particulars of Tours, Fares, and general arrangements, see the Company's Time Tables and Tourist Programme; and for descriptive notices of the Districts embraced in the Company's System, see the "NORTH BRITISH RAILWAY TOURIST GUIDE," copies of which publication may be obtained from any of the Stationmasters of the Company, or from MR. JAMES MCLAREN, General Superintendent, Head Office, Edinburgh.

J. CONACHER,

GENERAL MANAGER.

Edinburgh, 1893.

important seat of its national educational system. For beyond "Her palace's imperial bowers, her castle proof to hostile powers, her stately halls and holy towers," Edinburgh possesses one of the chief universities of Great Britain, and is a well-known centre for the pursuits of medicine, law, art, science, and literature. Beautiful alike for its situation, its scenery, or its associations, this grand old metropolis of Caledonia has interests that are ever new, and well deserves the eulogy penned by Mrs. Oliphant, who tells us that "so long as the Castle Rock springs out of the green valley below, and the high houses lift their twinkling faces of light half-way to the stars, and Salisbury Crags lift up their giant shoulders, and the great sleeping lion in his green mantle lies at our door, so long will Edinburgh be unique among the royal cities of the world."

The earliest record of Edinburgh dates from the seventh century, when Eadwine, the King of Northumbria, raised a fort at Dunedin that became the nucleus of a small town. When King Malcolm of Scotland had wedded fair Margaret, the Atheling Eadwine's burgh had become a frontier town of the Scottish kingdom. Within its castle the saintly Queen breathed her last, shortly after her royal consort had fallen in battle at Alnwick. About 1128 Margaret's son, David I., founded the Abbey of the Holy Rood in the neighbouring forest of Drumsheugh, and during the epoch of the Stuarts this monastic edifice was supplemented by a royal palace that became a favourite residence of the Scottish sovereigns. For more than four centuries Edinburgh has now ranked as the capital of Scotland, and has likewise been identified with the birth or history of many famous Scotsmen. Indeed, we might travel far and wide ere we should find any one city that could show so proud a roll of right worthy sons and daughters. While we might well enlarge upon the fact that Edinburgh has sheltered such fine old worthies as Sir David Lindsay of the Mount, and George Buchanan; such gifted divines as Dr. Chalmers, Dr. Candlish, and Dr. Guthrie; such genial personalities as Dean Ramsay and John Wilson ("Christopher North"); and such winsome poetesses as Lady Grisell Baillie, Mrs. Allison Cockburn, Miss Jane Elliot, and the Baroness Nairne—we must confine our notice to a few of the many notabilities who have first seen the light in Edinburgh.

Amongst the more celebrated men of letters who have hailed from Caledonia's chief city were the great Sir Walter Scott (d. 1832), born in the College Wynd of the Old Town, on the 15th of August, 1771; Henry Mackenzie (d. 1831), author of "*The Man of Feeling*"; Francis Jeffrey (d. 1850), who for twenty-six years was the editor of the "*Edinburgh Review*"; the Rev.



EDINBURGH CASTLE AND THE NATIONAL GALLERY.

(From a photograph by Mr. A. A. Inglis, Edinburgh.)

Alexander Dyce (d. 1869), well known as an authority upon Shakespeare and the Elizabethan poets; and Adam Black (d. 1874), the enterprising publisher who acquired the "*Encyclopædia Britannica*," first issued in 1778. John Blackwood (d. 1879) was the cultured editor of "*Blackwood's Magazine*," in which appeared the first-fruits of George Eliot's matchless fiction. Professor William E. Aytoun (d. 1865) will long be remembered as a poet devoted to Scottish chivalry and romance; James Grant (d. 1887) for his novels and his "*Old and New Edinburgh*"; and William Bell Scott as an author and artist of considerable talent. In connection with literature we may mention that the late learned librarian of the Signet Library, David Laing (d. 1878); Sir Theodore Martin, who wrote the "*Life of the Prince Consort*"; and Mr. James Gairdner, the historian; also Mr. R. Louis Stevenson and Dr. Conan Doyle, two gifted novelists, are likewise sons of Edinburgh.

To the realm of art Edinburgh has contributed Sir Henry Raeburn (d. 1823); Sir William Allan, R.A. (d. 1830); Andrew Geddes, A.R.A. (d. 1844); David Scott (d. 1849); David Roberts, R.A. (d. 1864); Sir John W. Gordon (d. 1864); and Mr. John Pettie, R.A. (d. 1893); likewise Sir Wm. F. Douglas, P.R.S.A. (b. 1822); Mr. William Calder Marshall, R.A. (b. 1813); Mr. William Orchardson, R.A. (b. 1835); Mr. Peter Graham, R.A. (b. 1836); Mr. John MacWhirter, A.R.A.; Mr. James Archer, R.S.A.; Mr. George Hay, R.S.A.; Mr. Alexander Johnston; and Mr. John Burr. Edinburgh bestowed upon the province of Canterbury its first Scottish archbishop, Dr. Archibald Campbell Tait (d. 1882); produced a Whig Lord High Chancellor in Henry Brougham (d. 1868); gave the famous Professor Dugald Stewart (d. 1829) to the science of mathematics; and in Dr. A. M. Fairbairn (b. 1839) has sent a learned Congregational theologian to be the head of Mansfield College, Oxford. Dr. James D. Forbes (d. 1868), the scientist; George Combe (d. 1858), the phrenologist; James F. Ferrier (d. 1864), the metaphysician; Robert E. Grant (d. 1874), and Dr. Allan Thomson (d. 1884), anatomists; Sir Charles Bell (d. 1842), the surgeon; Sir Daniel Wilson (d. 1892), a Scottish archaeologist, late of the University of Toronto; and Francis Horner (d. 1817), a political economist, were also natives of the Scottish capital. Neither must we overlook its connection with Sir



THE SCOTT MONUMENT.

(From a photograph by Messrs. Valentine & Sons, Dundee.)

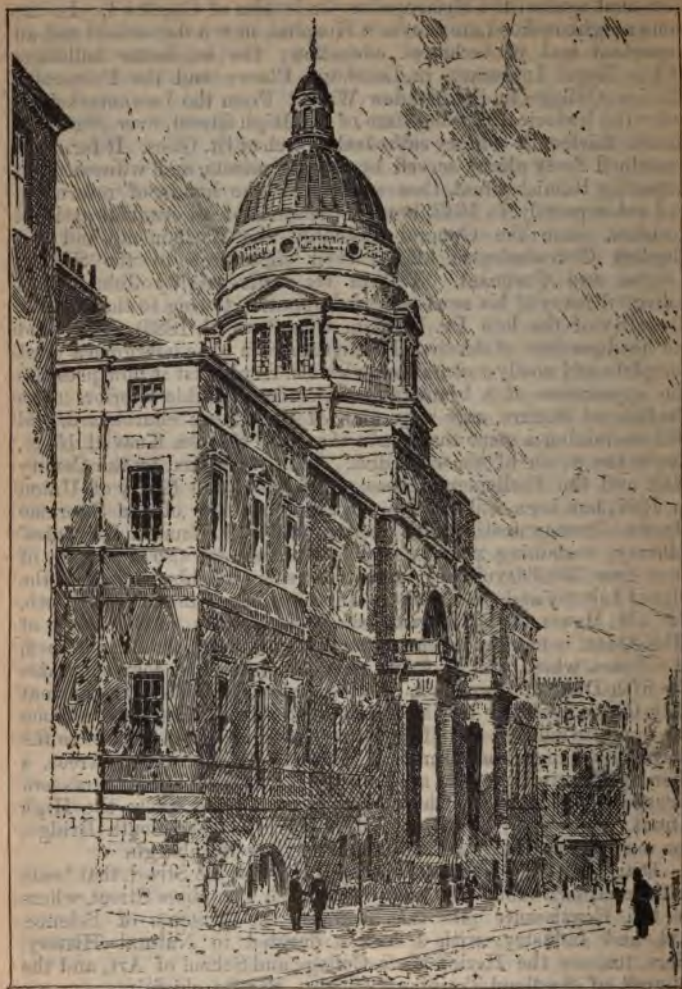
Archibald Geikie (b. 1835), Director-General of the Geological Survey of the United Kingdom; his brother, Dr. James Geikie (b. 1839), likewise a practical geologist; Mr. Samuel Laing, a popular railway administrator; and Mr. Thomas Davidson (b. 1817), the palæontologist; also with Mr. Alexander Campbell Mackenzie, the Principal of the Royal Academy of Music.

Passengers who arrive in Edinburgh by the "Midland Scotch Expresses" will find themselves in the heart of the city. Leaving the commodious *Waverley Station*, we shall reach the Waverley Bridge, and perceive the grey stronghold of Edinburgh Castle crowning the huge bluff of rock that rises from the deep valley of the North Loch, now covered by the verdant expanse of the Princes Street Gardens. On our left, tier above tier, rise the grey mansions, quaint thoroughfares, and ancient dwellings of the Old Town; while to our right is the New Town, bounded by the grand terrace of Princes Street. Passing the stately Scott Monument, an elegant Gothic structure 200 feet in height, we make a short detour through Princes Street towards the Mound. Here we turn to the left, and by the Royal Institution (containing an excellent sculpture gallery), the National Gallery (where may be seen a valuable collection of paintings, chiefly executed by Scottish artists), and the Free Church Assembly Hall, we approach the Castle Hill. Beyond this extends a broad esplanade, across which we reach the grey stronghold, and enter its precincts beneath the Argyll Tower, an old State prison. By another ascent towards the left we now come to the higher points of the fortress, and from the Bomb Battery, near to Mons Meg, a famous piece of ordnance, look out upon a magnificent prospect of Edinburgh and the distant shores of Fife. Close at hand are the tiny Norman oratory known as St. Margaret's Chapel; the Crown Rooms, containing the Scottish regalia; Queen Mary's Room, and the adjoining chamber, that witnessed the birth of her son, James the Sixth of Scotland, but the first Stuart monarch of England. Not far distant is the Old Parliament Hall.

After leaving the castle we have the Assembly Hall of the Church of Scotland on our right, just before we come to the Lawnmarket, the first section of the three quaint but almost straight thoroughfares that extend for a mile in the direction of Holyrood. Many features of interest lie to the right of this main highway. Thus by George Bridge, where are the Carnegie Free Library and the Sheriff Court House, we may descend to the famous Cowgate, and through Victoria Street can reach the Grassmarket, memorable for its public executions and as the scene of the Porteous riots of 1736. Candlemaker Row leads to the site of the old Greyfriars churchyard, where in 1638 an immense assemblage of Scots folk met to subscribe their adhesion to the Solemn League and

Covenant against the Episcopalian tendencies of Charles I. In the same neighbourhood are Heriot's Hospital, now a day-school and an important seat of technical education; the handsome buildings of the Royal Infirmary, in Lauriston Place; and the University Medical College, in the Meadow Walk. From the Lawnmarket we enter the historical thoroughfare of the High Street, ever attractive for the thirteenth-century cathedral-church of St. Giles. It formerly contained forty altars, served by seventy priests, and witnessed an imposing Romish ritual, then suffered at the hands of reformers, and subsequently, in 1643, became the scene of an eventful national decision, when the General Assembly, the Parliament, and the English Commissioners affixed their signatures to the Solemn League and Covenant. Within its walls mighty John Knox delivered many of his most powerful appeals. Owing to the princely liberality of the late Dr. William Chambers (d. 1883), this grand old headquarters of Scottish Presbyterianism has undergone a most complete and costly restoration, with the result that it now presents the appearance of a beautifully harmonious Gothic interior. The Parliament Square, once a portion of St. Giles's churchyard, and still containing a stone that marks the grave of John Knox (d. 1572), lies to the south of the cathedral. It is overlooked by the County Hall and the Parliament House, which, since the Treaty of Union in 1707, has been utilised for the legal business of the Supreme Courts. Communicating with its great hall is the famous Advocates' Library, containing many valuable manuscripts, also a library of more than 300,000 volumes; and in the same neighbourhood are the Signet Library and the Solicitors' Library. The site of the Tolbooth, the old House of Parliament, but better known as the Heart of Midlothian, is marked on the pavement by a metal plate in the form of a heart, which will be found near the statue that commemorates the fifth Duke of Buccleuch. To the east of St. Giles is the ancient City Cross, restored by the Right Hon. W. E. Gladstone. Upon the opposite side of the High Street is the court that leads to the Royal Exchange and Municipal Offices. In Cockburn Street, a thoroughfare in their rear, are the offices of the well-known *Scotsman* newspaper. The Tron Church stands at a point where the High Street is intersected by the North Bridge and the South Bridge, the main thoroughfare between Old and New Edinburgh.

Diverging for a few moments by South Bridge Street, that leads to the southern suburbs, we may soon reach Chambers Street, where is the Renaissance pile that contains the Museum of Science, Art, and Industry, with a section devoted to Natural History. Here, too, are the Heriot-Watt College and School of Art, and the Church of Scotland Training College. But its chief interests are associated with the buildings of Edinburgh University, founded in



EDINBURGH UNIVERSITY
(From a photograph by Mr. A. A. Inglis, Edinburgh.)

1582, and noteworthy for its distinguished staff of professors in the faculties of arts, divinity, law, and medicine. Its University owns a library of some 130,000 volumes, which, with a series of portraits and statuary, are contained within a magnificent hall. The Botanic Gardens in the New Town are under the direction of the Professor of Botany. While it would be impossible to particularise a tithe of the men who have gained honours for their *alma mater*, we should remark that several of her most famous *alumni* have been amongst those notabilities already named as distinguished natives of Edinburgh. But beyond these the University can claim to have educated its eminent physieist, Sir David Brewster (d. 1868); Earl John Russell (d. 1878), the statesman; Lord Mackenzie (d. 1869), a Scottish judge; Dr. William Hanna (d. 1882) and Dr. Hugh Macmillan (b. 1833), two learned Free Church divines; and Dr. John Wilson (d. 1875), the Orientalist; also such well-known men of letters as Professor David Masson (b. 1822), Professor Alexander C. Fraser (b. 1819), Professor John Veitch (b. 1829), and Dr. Samuel Smiles (b. 1816). Professor Macgillivray (d. 1852), the ornithologist; Dr. Hugh Falconer (d. 1865), and Professor Isaac B. Balfour (b. 1853), botanists; two well-known chemists, Professor Thomas Anderson (d. 1874) and Professor James Dewar (b. 1842); and James Nasmyth (d. 1890), the engineer, were also students at Edinburgh.

Edinburgh University has long been deservedly celebrated for the excellence of its medical course, which has produced many of the leading physicians and surgeons of Great Britain. Owing to its liberal recognition of licensed "extra-mural" lecturers, whose classes supplement those which are held by the professorial staff, the teaching is remarkable for the facilities that it affords to students who desire to gather information from the invaluable experience of leading specialists. This wise elasticity in the regulations has doubtless conduced to "the exceptionally vigorous life of the Edinburgh Faculty of Medicine." Hence last, but not least, in the roll of Edinburgh graduates have been those eminent men who have taken high honours in the practice of medicine or surgery, a group that comprises such renowned names as those of Sir James Young Simpson, Bart. (d. 1870); Sir Robert Christison, Bart. (d. 1882); Professor James Syme (d. 1870); Professor John Goodsir (d. 1867); Sir Henry Holland, Bart. (d. 1873); Sir James Risdon Bennett, Kt. (d. 1892); Sir John Forbes, Kt. (d. 1861); Dr. Marshall Hall (d. 1857); Dr. William Stokes (d. 1877); Dr. John Hughes Bennett (d. 1875); Dr. Thomas Southwood Smith (d. 1861); and Dr. John Armstrong (d. 1829). Amongst other sons of Edinburgh who are still in the field are Sir Alexander Armstrong, Kt.; Sir Andrew Clark, Bart.; Sir Joseph Lister, Bart.; Sir George Birdwood, Kt.; Sir James Crichton-Browne, Kt.;

Professor J. Scott Burdon Sanderson; and Professor Thomas Wharton Jones, the physiologist; also Sir Dyce Duckworth, Dr. Wm. B. Banks, Dr. Patrick Heron Watson, Dr. Thomas Grainger Stewart, and Dr. David Berry Hart. Dr. George Fleming is a distinguished veterinary authority. In South Bridge Street is the Royal College of Surgeons, which possesses a valuable anatomical museum.



JOHN KNOX'S HOUSE, EDINBURGH.
(From a photograph by Mr. A. A. Inglis, Edinburgh.)

Returning to High Street, we resume our progress towards Holyrood, and are soon amidst the narrow wynds and closes of Old Edinburgh. On our left we presently come to the house of John Knox—"brave old Knox, one of the truest of the true"—and upon crossing the site of the old Nether Bow, that marked the ancient boundary of the walled city, we pass into the burgh of the Canongate, in bygone centuries a Court suburb for the country mansions of those Scottish nobles who gathered to the palace of the Stuarts. On our right is Moray House; a few steps onward to the left stands the Canongate Tolbooth; and, again, upon the opposite side of the way we may see Queensberry House. Then, near to the site of the White Horse Inn, we reach Holyrood Palace. This substantial mansion adjoins the picturesque ruin of the Augustinian abbey here founded by King David I., but now chiefly noteworthy for the west door of its church and other

fragments of Early English work. For the tourist its chief attractions will be found in the State Apartments, the Picture Gallery, Lord Darnley's Rooms, and Queen Mary's Apartments, which witnessed the tragical murder of the Queen's secretary, David Rizzio. While in the neighbourhood of Holyrood we may visit the Queen's Park, which commands delightful prospects; climb Arthur's Seat (822 feet), another famous view-point; or make a circuit of the hillside by means of the Queen's Drive.

Passing towards the New Town, we can ascend the Abbey Hill, that leads towards an elevated plateau bounded by broad roadways. Along Regent Terrace we come to the singularly-imposing classical elevation of the Royal High School, not very far from the Burns Monument, and then gradually descend to Waterloo Place. But before continuing our walk in this direction we should recollect that the Calton Hill (355 feet)—which is a site for the National Monument, the Nelson Tower, and other memorials—is another of the vantage-points whence we may view Edinburgh, Princes Street, the Old Town, the Castle, the far-distant mountains, and the wide waters of the ocean. At the foot of Waterloo Place we find the General Post Office, the Old Register House, and the principal centre of the city tramway system. In a north-easterly direction extends Leith Walk, a long thoroughfare that leads to the seaport of Leith. Speaking generally, the New Town possesses three main avenues of traffic, extending in parallel directions from east to west, viz., Princes Street, the attractive terrace of handsome hotels, club-houses, and business establishments that overlook Princes Street Gardens; George Street, a stately thoroughfare reaching from St. Andrew's Square—where are the principal banks and insurance offices—to Charlotte Square, a select residential area; and Queen Street, noteworthy for the imposing National Portrait Gallery and Museum of Antiquities, also for its pleasantly wooded Queen Street Gardens. Some of the more interesting buildings of the city are St. Andrew's Church, in George Street, memorable for the scene of the Disruption that occurred on the 18th of May, 1843, when Dr. Chalmers and 470 ministers seceded from the General Assembly and formed the Free Church of Scotland; No. 39, Castle Street, for twenty-six years the city home of Sir Walter Scott; the magnificent pile of St. Mary's Episcopal Cathedral, one of the last great designs of Sir G. Gilbert Scott; and Donaldson's Hospital.

In the north-western suburbs are the imposing buildings of the Fettes College, founded in 1870 by a princely bequest of Sir William Fettes, with a design to provide an education of a similar class to that which is afforded by the great public schools of England. The beautiful Arboretum and the Royal Botanic Gardens, containing a botanical museum and conservatories, are in Inverleith

Row, which is traversed by the tramway system. The city is singularly rich in statuary, the more commendable examples of the art being the Albert Memorial, in Charlotte Square; the Melville Column, in St. Andrew's Square; and the Wellington equestrian statue, opposite the Register House; while in various parts of Edinburgh are statues to George IV., Allan Ramsay, Professor Wilson, Dr. Chambers, Dr. Livingstone, Adam Black, Sir J. Y. Simpson, Dr. Chalmers, and William Pitt. An Ionic cross commemorates Dean Ramsay.

By means of the "Midland Scotch Expresses" passengers from London (*St. Pancras Station*), Leicester, Nottingham, Bristol, Birmingham, Sheffield, Leeds, Bradford, Liverpool, and Manchester, can now travel through the picturesque "Land of Scott" direct to Edinburgh or Leith, and thence *via* the Forth Bridge to St. Andrews, Dundee, and Aberdeen for the Deeside; to Stirling, Aberfoyle for the Trossachs, and Balloch for Loch Lomond; also to Dumfermline, Perth, and Inverness for the North Highlands. Beyond the main-line services we should note that passengers exchanging carriages at the *Waverley Station* can travel *via* *Abbeyhill*, *Easter Road*, and *Leith Walk* to *Trinity* and *GRANTON*; also *via* *Bonnington* and *Junction Road* to *NORTH LEITH*, close to the Old Dock and the Victoria Dock. An alternative route is over the suburban line by way of *Abbeyhill*, *Piershill*, and *Portobello* for *SOUTH LEITH*, near to the Albert and Edinburgh Docks. The continuation of the suburban route extends through *Duddingstone* and *Craigmillar*, *Newington*, *Blackford Hill*, *Morningside Road*, *Craiglockart*, *Gorgie*, and *Haymarket* again to the *Waverley Station*. Here are a letter-box, a telegraph office, bookstalls, and refreshment-rooms. Luncheon baskets are supplied. The leading hotels are the "Royal," the "Balmoral," the "Palace," the "Waterloo," the "North British," the "Windsor," the "Edinburgh," the "Roxburgh," and the "Clarendon." The "Cockburn" and the "Regent" are first-class temperance hotels. In the suburbs is the *Craiglockart Hydropathic Establishment*. (*Population*—261,261.)

Daily Press—*Edinburgh Evening Dispatch*, 1886; *Edinburgh Evening News*, 1873; *Scotsman*, 1855; *Scottish Leader*, 1887. Weekly—*Edinburgh Gazette*, 1690; *Weekly Scotsman*, 1817.

Pursuing our journey northwards by the "Dundee and Aberdeen Express," which within three and a half hours will convey its passengers to the capital of the Deeside, we run onwards by *HAYMARKET* and *CORSTORPHINE* to *DALMENY*, where passengers by ordinary trains can exchange carriages for *South Queensferry*—a convenient spot for views of the Forth Bridge. This magnificent structure, jointly designed by Sir John Fowler and Sir Benjamin

Baker, was constructed under the superintendence of Sir William Arrol, and now forms one of the chief links in the "Midland Route" to the far North. The funds for its erection have been found by the "*Forth Bridge Railway Company*," incorporated in 1873. Its present capital of £3,500,000 has been jointly supplied by the "*North British*," the "*Midland*," the "*Great Northern*," and the "*North Eastern*" railways. This great national highway is over a mile and a half in length (8,296 feet), of which distance a little more than a mile is covered by the cantilevers and their connecting girder bridges that spring from the three main piers. The Forth Bridge is built upon the cantilever or bracket principle, which admirably combines the greatest strength with absolute safety. Its chief members are the six huge brackets 680 feet in length and 340 feet in depth at the point where they are projected from steel piers. These steel piers rise from massive columns of masonry resting upon four caissons sunk into the bed of the river and filled with concrete until their aggregate weight amounted to 60,000 tons. Two of these main piers have been constructed upon the margin of the deep-water channel, here 200 feet in depth, while the third rests upon the island of Inchgarvie. The lower portions of the brackets are composed of steel tubing, the upper of lattice-work, thus respectively providing for the contingencies of pressure or tension. The two chief spans of the bridge, each 1,710 feet in length—more than double that of the bridge that crosses the Niagara Falls—have their roadway at a height of 150 feet beyond high-water mark, while the structure itself attains an elevation of 372 feet above the sea. Its minor spans, covering a distance of 675 feet, communicate with the bridges that form the land viaducts, respectively extending from South and North Queensferry. Some 4,000 men were engaged in the erection of the bridge, which was commenced early in 1883, and opened by H.R.H. the Prince of Wales upon the 4th of March, 1890.

Having crossed the Forth Bridge, which affords magnificent views seawards, we come to NORTH QUEENSFERRY, a favourite bathing resort, and thence travel through a hilly countryside to INVERKEITHING. Here we diverge from the main line to Stirling and Perth, bearing away eastwards by ABERDOUR, BURNISLAND and KINGHORN to KIRKCALDY, an ancient seaport and manufacturing centre, celebrated for its extensive production of linen goods, floor-cloths, and linoleums. It occupies an attractive site upon the Firth of Forth. SINCLAIRTOWN is succeeded by DYSART, a colliery centre, and THORNTON JUNCTION, where passengers from Stirling, Alloa, and Dunfermline can join certain trains for the North, while others can alight for the local services to *Buckhaven*, *Leven*, *Largo*, *Elie*, and *Anstruther*, small watering-places upon the attractive coast of Fife. Passing MARKINCH JUNCTION, whence a



THE FORTH BRIDGE.
(From a photograph by Messrs. Valentine & Sons, Dundee.)

branch diverges to *Leslie*, we successively clear FALKLAND ROAD, KINGSKETTLE, LADYBANK JUNCTION, and SPRINGFIELD ere we pause at CUPAR, the birthplace of Baron John Campbell, a distinguished lawyer, whose "*Lives of the Lord Chancellors of England*" and "*Lives of the Chief Justices*" are amongst the standard works of British biography. Then through DAIRSIE we reach LEUCHARS JUNCTION, whence a branch line extends by *Guard Bridge* to

ST. ANDREWS,

Fares from St. Pancras—1st, 60/2; 3rd, 36/4. Return—1st, 121/0; 3rd, 66/5.

471 miles from St. Pancras and 484½ from Bristol. This ancient city of St. Regulus was formerly the chief ecclesiastical centre of Scotland. It is still of interest for the ruins of St. Rule's Chapel, also for the picturesque remains of its cathedral, its abbey, and its wave-washed castle, the latter having witnessed the birth of James III., the martyrdom of George Wishart, and the assassination of proud Cardinal Beaton. St. Andrews is now chiefly distinguished as the seat of Scotland's oldest university, which was founded in 1411 by Bishop Wardlaw, and provides for graduation in the faculties of arts, science, medicine, divinity, and law. It embraces the united colleges of St. Salvator (fd. 1455) and St. Leonard (fd. 1512); also that of St. Mary (fd. 1537), principally devoted to the study of theology. Amongst the eminent men who have emanated from St. Andrews we may name the great Dr. Thomas Chalmers (d. 1847), leader of the Free Church Disruption movement of 1843; Dr. John Tulloch (d. 1886), a liberal theologian of the Church of Scotland; and Dr. Alexander Duff (d. 1878), the Indian missionary. Baron Erskine (d. 1823), an eloquent barrister and Whig Lord Chancellor; Baron Campbell (d. 1861), an Irish Lord Chancellor; George Lillie Craik (d. 1866), a well-known man of letters; and William Tennant (d. 1847), the Orientalist, were also graduates of St. Andrews. It will likewise be remembered as the birthplace of Andrew Bell (d. 1832), the educationalist, who advocated a monitorial course since recognised as the "*Madras system*," and bequeathed funds for the foundation of the Madras College in his native city. Dr. Robert Wallace (b. 1831) is also a native of St. Andrews. In passing, we may note that Dean Boyd (b. 1825), whose cultured essays, pleasant recollections, and "*Recreations of a Country Parson*," have charmed so many readers, is one of the best-known men among the living celebrities of St. Andrews. It seems well-nigh superfluous to remark that St. Andrews is the headquarters of British golfing, and that its magnificent links are overlooked by a handsome club-house. The coast of Fife is renowned for its fine rock scenery and ample accommodation for sea-bathing. The

"Royal," the "Cross Keys," and "Rusack's" are the leading hotels. (*Population—6,853.*) Press—*St. Andrews Citizen*, 1871.

After leaving LEUCHARS JUNCTION we pass ST. FORT, and then approach the Tay Bridge, a substantial structure of iron and masonry over two miles in length (10,780 feet), which is supported by eighty-five massive piers specially constructed with a view to solidity. Crossing the Tay, we come to the ESPLANADE, and

DUNDEE,

Tay Bridge Station,

Fares from St. Pancras	1st, 67/-	3rd, 36/6	Return—1st, 125/3	3rd, 69/3
" " Bristol—	66/0	35/-	" " 122/3	66/6
" " Birmingham—	54/-	28/2	" " 99/3	52/4
" " Sheffield—	46/6	21/4	" " 84/3	46/-
" " Leeds—	40/0	20/8	" " 72/0	39/4
" " Liverpool—	42/-	20/-	" " 71/0	38/2
" " Manchester—	44/5	22/3	" " 76/-	41/0



ARMS OF DUNDEE.

465½ miles from St. Pancras via the Forth Bridge; also 366½ from Leicester, 347½ from Nottingham, 557½ from Bournemouth, 479 from Bristol, 387½ from Birmingham, 345 from Derby, 308½ from Sheffield, 270½ from Leeds, 262½ from Bradford, 282½ from Manchester, 293½ from Liverpool, 157½ from Carlisle, and 59½

from Edinburgh. The city of Dundee, the prosperous capital of Forfarshire, claims the third population in Scotland. As a seaport, a seat of manufactures, and an educational centre, it certainly occupies no mean position among the chief cities of Great Britain. Dundee appears to have been known to the Romans, in 1071 became the site of a royal palace erected by Malcolm Canmore, and during the mediæval era supported Wallace and the Bruce. It was aroused by the preaching of John Knox, and suffered severely at the hands of General Monk, but during the nineteenth century has steadily increased in its mercantile importance. Its industrial population is engaged in the staple jute manufacture, flax-mills, marmalade and confectionery works, shipbuilding yards, engineering works, and tanneries. The Jute and Flax Exchange is open on Friday, a corn market is held on Tuesday, and Wednesday is an early-closing day.

Dundee is now remarkable for many good thoroughfares and numerous imposing public buildings. Amongst the more interesting features of the city are its docks, approached by the Royal Arch, that commemorates a visit of the Queen in 1844; the ancient

Decorated steeple of St. Mary's, in the Nethergate, which marks the entrance to three churches; the magnificent Albert Institute, comprising a Free Library, Museum, and the Victoria Art Gallery; the University College and the Technical Institute, presented by the late Dr. J. B. Baxter and Miss Baxter, at a cost of £182,000; the two High Schools, respectively for boys and girls; the Harris Academy; and the Morgan Hospital. We may also notice the Royal Exchange, in Panmure Street; the Town Hall, in High Street; the New Town Hall, close to a quaint building known as Strathmartine's Lodgings; and the General Post Office, in Reform Street. Dundee Law (572 feet) affords an attractive view-point; while Baxter Park, Balgay Park, Magdalen Green, the Esplanade (which skirts the Tay), and Carnoustie Links, are attractive resorts for outdoor recreation. Both the Rev. Robert Murray M'Cheyne and the Rev. George Gilfillan, two very differently-constituted men, exercised a vast ministerial influence in Dundee. It is also the birth-place of Professor Richard Claverhouse Jebb, a distinguished classical scholar; the Right Hon. Charles T. Ritchie, P.C., who successfully carried the Local Government Bill of 1888; and Dr. Francis Robert Japp, a recognised authority in chemistry. At the railway station are a letter-box, a telegraph office, and a bookstall. The leading hotels are the "Queen's," the "Royal," the "British," and "Lamb's Temperance Hotel." (*Population*—153,066.) *Daily Press*—*Dundee Advertiser*, 1801; *Dundee Courier*, 1816; *Evening Telegraph*, 1877. *Weekly*—*Dundee Weekly News*, 1855; *People's Journal*, 1858.

Resuming our journey towards Aberdeen, we run by WEST FERRY, BROUGHTY FERRY, MONIFIETH, BARRY and CARNoustie, ere far away seawards we can discern the Bell Rock Lighthouse. Our train then proceeds to EASTHAVEN, ELLIOT JUNCTION and ARBROATH, a seat of the jute, flax, and leather manufacture. Its ruined Early English abbey was founded by William the Lion in honour of St. Thomas à Becket. The town was the birth-place of Dr. Neil Arnott (d. 1874), an eminent physician, sanitarian, and philosopher. Our main line now extends through LETHAM GRANGE and CAULDCOTS to INVERKEILLOR, LUNAN BAY, and MONTROSE, a pleasant seaport, fishing station, and manufacturing town. Here were born Dr. Robert Brown (d. 1858), who attained a unique position as a European botanist, Joseph Hume (d. 1855), an energetic Radical reformer, and Professor John Nichol, a well-known man of letters. From HILLSIDE we proceed through CRAIGS, MARYKIRK, LAURENCEKIRK, FORDOUN, and DRUMLITHIE, to the pleasant watering-place of STONEHAVEN, and thence by MUCHALLS, NEWTONHILL, PORTLETHEN, and COVE we travel towards—

ABERDEEN

(For *Banchory, Ballater, Balmoral, Braemar, Peterhead, Fraserburgh, Huntly, Keith, Banff, and via Elgin to Inverness*),

Fares from St. Pancras—1st, 78/6; 3rd, 40/-. Return—1st, 133/6; 3rd, 78/6.
 „ „ Bristol— „ 77/-; „ 40/04. „ „ 130/2; „ 75/10



ARMS OF ABERDEEN.

536½ miles from St. Pancras *via* the Forth Bridge also 437½ from Leicester, 418½ from Nottingham, 628½ from Bournemouth, 550½ from Bristol, 458½ from Birmingham, 416½ from Derby, 380 from Sheffield, 341½ from Leeds, 333½ from Bradford, 354 from Manchester, 364½ from Liverpool, 228½ from Carlisle, and 130½ from Edinburgh. Aberdeen, the substantial metropolis of the Deeside, and the seat of an ancient University, is the chief city of North Britain. During the twelfth century David I. made Aberdeen an episcopal see, and subsequently William the Lion advanced the little city to the dignity of a royal burgh. It successively welcomed Wallace and the Bruce. St. Machar's Cathedral was commenced in 1357, in the time of Archdeacon John Barbour, the Scottish Chaucer, and 1494 witnessed the foundation of the King's College for the study of arts and divinity; but Marischal College, for students in law and medicine, was not established before 1593. When Scotland was stirred by the Reformation movement, Aberdeen had evidently become a centre of ecclesiastical influence, for we find that the Dominican, the Carmelite, and the Franciscan friars were alike settled within its borders. Although severely tried during the wars of the Covenant, also at the time of the eventful 1745, the city has since been left free to develop its municipal life and to inaugurate an efficient administration of those educational, shipping, fishing, and manufacturing interests that furnish the support of its people. Its chief staples are granite, paper, combs, turnery, and provisions.

The city is certainly remarkable for the number of distinguished men who have been born within its limits, also for those who have exercised an influence upon its University. Thus the venerable Professor John Stuart Blackie (b. 1809) is an honoured son of Aberdeen, likewise Professor Alexander Bain (b. 1818), Principal Anderson (b. 1826) of St. Andrews, the learned Professor Masson (b. 1838), Professor W. G. Blaikie (b. 1820), and Professor Geo. Croom Robertson (d. 1892). So, too, was John Hill Barton, the historian (d. 1882). In art, Jameson (d. 1644), the Scottish Van Dyck; William Dyce, R.A. (d. 1864); John Phillip, R.A. (d. 1867); and Sir George Reid, P.R.S.A.; also Sir John Steel, R.S.A., the sculptor, and Robert Kerr, the architect, came from the Deeside



ABERDEEN.

(From a photograph by Messrs. G. W. Wilson & Company, Aberdeen.)

city. Neither should we overlook its associations with witty Dean Ramsay (d. 1876); Dr. John Cumming (d. 1881), the theologian; and the great psychologist, Dr. John Abercrombie (d. 1844); also with Dr. James Matthews Duncan (d. 1890), and Professor Ferrier (b. 1843). Four well-known graduates of Aberdeen University have been Sir James Erasmus Wilson (d. 1884), General Sir Donald Martin Stewart (b. 1824), Lieut.-Col. A. W. Baird (b. 1842), and Mr. Archibald Forbes (b. 1838), the gifted journalist whose enterprises as a special war correspondent of the *Daily News* are amongst the proudest achievements of the British press.

Union Street, the handsome main thoroughfare of Aberdeen, nearly a mile in length and bordered by imposing buildings, would alone entitle Aberdeen to be known as "The Granite City." But it is not alone, for across the broad area that lies between the Dee and the Don are many other equally commendable examples of substantial and costly architecture. Within the quiet precincts of the Old Town is St. Machar's Cathedral, a massive and quaint edifice principally of fifteenth-century work; while not far distant, and of the same period, is King's College, chiefly of interest for its chapel and library. Returning to the New Town, which enjoys a prosperous

mercantile existence upon the banks of the Dee, we shall doubtless notice the magnificent pile of its Municipal and County Buildings in Castle Place, not far from the seventeenth-century City Cross. In Broad Street are the buildings of Marischal College, a spacious quadrangle surrounding a memorial obelisk to Sir James Macgregor, a distinguished Army physician. Still bearing westward through Union Street, we come to the East and West Churches, and by either of the roads that skirt the Denburn Gardens we may reach the handsome Free Library, Museum, and Art Gallery which faces a colossal statue of Sir William Wallace. In the same neighbourhood are the Gordon Hospital, an educational foundation; and the Royal Infirmary. The Grammar School is in West Skene Street. The Music Hall and the Trade Hall are both in Union Street. Market Street, a thoroughfare extending southwards towards the docks, the harbour, and the Victoria Bridge, contains the Market Hall and the General Post Office. Near to the railway station is the Royal Opera House. Admirable statues of the Queen and the late Prince Consort are respectively situated in Market Street and Union Street. Amongst the favourite pleasure-resorts of Aberdonians are the Queen's Links, adjoining magnificent bathing sands upon the shores of the North Sea, and close to the Pier; the Victoria Park; the Duthie Park, upon the banks of the Dee; and the valley scenery of the Don, which is spanned by the Brig o' Balgownie.

Seeing that Aberdeen is the headquarters of the "*Great North of Scotland Railway*," it is a convenient centre for tourists. During recent years the opening of the picturesque "*Moray Firth Coast Line*" has supplied an attractive main-line route to Inverness. (*See map of Scotland, page 182.*) Its attractive Deeside branch extends by *Ruthrieston, Cults, Murtle, Milltimber, Culter, Drum, Park, and Crathes* to BANCHORY, and thence through *Aboyne* to BATHGATE. Hotel—The "Invercauld Arms." Here passengers can join the coach services that proceed *via* Balmoral Castle, the favourite Highland home of the Queen, to BRAEMAR, a capital point for excursions to Morrone Hill, the Garrawalt Falls, the Forest of Ballochbuie, Invercauld Bridge, and the Linns of Quoich, Corriemulzie, and Dee; also for the mountains of Lochnagar and Ben Muich Dhui. Hotels—The "Fife Arms" and the "Invercauld Arms."

The chief hotels of Aberdeen are the "Palace Hotel"—which adjoins the railway station, and is under the management of the Company—the "Imperial," the "Grand," and the "Douglas"; also the "Forsyth" and the "Bath" temperance hotel. (*Population—112,923.*) Daily Press—*Aberdeen Daily Free Press*, 1853; *Aberdeen Evening Express*; *Aberdeen Evening Gazette*, 1881; *Aberdeen Journal*; *Northern Evening News*. Weekly—*Aberdeen Herald*, 1806; *Aberdeen Journal*, 1748; *Aberdeen News*, 1864.

Returning to EDINBURGH (*Waverley Station*), we now propose to travel by the "Dunfermline, Stirling, and Perth Expresses," that place Edinburgh within sixty minutes of Perth. These trains run by way of HAYMARKET, CORSTORPHINE, DALMENY, and the Forth Bridge to NORTH QUEENSFERRY, INVERKEITHING, and

DUNFERMLINE

Lower Station

(*For Alloa, Stirling, Aberfoyle, Balloch, Oban, and the Western Highlands; also for Perth, Crieff, and the Perthshire Highlands*),

Fares from St. Pancras—1st, 61/-; 3rd, 34/7½. Return—1st, 115/-; 3rd, 65/9.

423 miles from St. Pancras and 436½ from Bristol. For a considerable period the royal burgh of Dunfermline was the favourite residence of the Scottish kings. Here the first of their line, Malcolm Canmore, at the suggestion of his devout consort, Queen Margaret the Atheling, founded a monastery. The massive Norman nave that still exists affords some idea of its original grandeur. The east end, now divided from the nave and used as a parish church, contains the tombs of Queen Margaret, King Malcolm, and other royal personages; also the remains of King Robert the Bruce, the hero of Bannockburn. Not far distant are the ruins of the royal palace, which can be approached through the Abbey Gate. Modern Dunfermline contains imposing Municipal Buildings, a County Hall, and a Free Library founded by Mr. Andrew Carnegie, of Pittsburg, who, in 1835, was born at Dunfermline. Other natives of the city are Sir Joseph Noel Paton, R.S.A. (b. 1821), since 1865 the Queen's Limner for Scotland, and Mr. Walter Hugh Paton, R.S.A. (b. 1828). A market is held on Tuesday; Wednesday is an early-closing day. Hotel—The "City Arms." (*Population*—19,742.) Press—*Dunfermline Citizen*, 1885; *Dunfermline Journal*, 1840; *Dunfermline Saturday Press*, 1859.

Presuming that we here diverge from the main line to Perth and Inverness, we shall move onwards by DUNFERMLINE (*Upper Station*), OAKLEY, EAST GRANGE, BOGSIDE, KINCARDINE, CLACKMANNAN, ALLOA, CAMBUS and CAUSEWAYHEAD to

STIRLING

(*For Aberfoyle and the Trossachs, Balloch and Loch Lomond; also for Callander, Killin, Lochearnhead, Loch Awe, and Oban*),

Fares from St. Pancras—1st, 60/4; 3rd, 34/-. Return—1st, 114/3; 3rd, 64/11.
" " Bristol— " 58/10; " 32/3½. " " 111/3; 62/-.

39¾ miles from Edinburgh *via* the Forth Bridge. Stirling, the key to the beautiful scenery of the Trossachs, Loch Lomond, and the West Highlands, is a place of considerable antiquity, chiefly visited on account of Stirling Castle, which with its quaint

Gothic Palace, Chapel Royal, Parliament House, and Douglas Room, crowns a steep bluff of rock that commands views over the wide vale of the Forth towards the western and northern mountains. The town also possesses an ancient Guildhall and the Greyfriars Church, near which is the cemetery containing the beautiful "Virgin Martyrs' Memorial." Within easy reach are the ruins of Cambuskenneth Abbey and the Field of Bannockburn. In Murray Place is the General Post Office. Stirling is a somewhat important railway centre, being the exchange station for the services of the "*Forth and Clyde*" line, which, by *Gargunnoch, Kippen, and Port of Menteith*, affords access to *BUCHLYVIE*, the point of exchange for *Gartmore* and *ABERFOYLE* for *Loch Katrine* and the *Trossachs*. The main route extends by *Balfron, Gartness, Drymen, Caldercruix, and Jamestown*, to *BALLOCH* for *Balloch Pier*, whence sail the comfortable passenger steamers that ascend *Loch Lomond* and call *en route* at *Balmaha, Luss, Rowardennan, Tarbet, and Inversnaid*, ere they reach *ARDLUI*. A "*Caledonian Railway*" route from Stirling is that which, *via Bridge of Allan, Dunblane, Callander, Killin Junction, Lochearnhead, and Loch Awe*, extends to *OBAN*. Hotels—The "*Royal*," the "*Golden Lion*," the "*Station*," and the "*Waverley*" temperance hotel. (*Population*—16,802.) Press—*Bridge of Allan Gazette*, 1884; *Bridge of Allan Reporter*, 1859; *Stirling Journal*, 1820; *Stirling Observer*, 1836; *Stirling Saturday Observer*, 1873; *Stirling Sentinel*, 1888.

Returning to Dunfermline (*Lower Station*), we now travel towards Perth. After passing *HALBRATH* and *CROSSGATES* we leave on our right the line to *Thornton Junction*, and proceed by *COWDENBEATH (New Station)*, *KELTY*, and *BLAIRADAM* to *LOCH LEVEN*—this beautiful sheet of water, some nine miles in circumference, being on our right, at the foot of the *Lomond* and *Benarty* hills. Upon a small island stand the ruins of the castle where *Mary Queen of Scots* signed her abdication. *KINROSS JUNCTION* is, during the trout season, much frequented by anglers. Here passengers can exchange trains for the *Rumbling Bridge, Dollar, or Ladybank Junction*. Still onwards by *MILNATHORT* and *MAWCARSE JUNCTION*, we approach picturesque *GLEN FARG* and come to a tunnel that pierces the *Ochils* ere we reach the *BRIDGE OF EARN* and

PERTH

(*For Crieff, Dunkeld, Aberfeldy, Pitlochry, Blair Athole, Forres, Nairn, Inverness, Strathpeffer Spa, Strone Ferry, Wick, and Thurso*),

Fares from St. Pancras—1st, 65/10; 3rd, 36/5. Return—1st, 123/5; 3rd, 62/11.
 " " Bristol— " 64/4; " 34/5. " " 120/3; " 66/5.

454 miles from St. Pancras *via* the *Forth Bridge*; also 467½ from *Bristol*, 271½ from *Manchester*, 47¾ from *Edinburgh*, and 144 from



ARMS OF PERTH.

Inverness. The ancient town of Perth owns one of the best-known railways and stations in North Britain. Here passengers can join the trains of the "*Highland Railway*," that travel *via* Dunkeld, to Inverness for Strathpeffer Spa, Strome Ferry, Wick, and Thurso. From the ninth to the fifteenth centuries Perth became the chief seat of Scottish sovereignty, and many of Scotland's kings dwelt at Scone Palace, built near to the great abbey here founded by Alexander I. The Blackfriars Monastery witnessed the assassination of James I., the unfortunate poet-king of Scotland. The great Reformation era, the preaching of Knox, the stirring days of 1715, and the more memorable 1745, alike left their mark on Perth; but all these tumults are over, and the town is now far better known as the seat of immense dye-works and other industries; also as a centre for sportsmen and tourists. Its chief architectural attractions are the County Buildings, the imposing Municipal Buildings, St. John's Church, the East Church, and several other places of worship. Both the North and the South Inches are favourite pleasure grounds, while delightful prospects may be gained from the Wicks of Baiglie; also from the Monierieff and Kinnoul hills. In High Street is the General Post Office. At the railway station are a letter-box, a telegraph office, and a bookstall; likewise refreshment, breakfast, and dining rooms. The "*General Station Hotel*" is under the management of the railway companies. Other hotels are the "*British*," the "*Royal George*," the "*Queen's*," and the "*Salutation*." (*Population* — 29,902.) Press — *Perthshire Advertiser*, 1829; *Perthshire Constitutional*, 1832; *Perthshire Courier*, 1809.

Departing from PERTH by the "*Inverness and North Highlands Express*," we shall now travel over the main line of the "*Highland Railway*," which, by reason of its connection with numerous coach roads, pierces to the most remote recesses of the Highlands. (*See map of Scotland, page 182.*) We may further remark that the chief expresses usually pause at DUNKELD, BALLINLUIG, for ABERFELDY, PITLOCHRY, BLAIR ATHOLE, and KINGUSSIE, *en route* to

INVERNESS

(*For Dingwall, Strathpeffer Spa, Achnasheen, Gairloch, Strome Ferry, Portree, and Stornoway; also for Tain, Bonar Bridge, Lairg, Helmsdale, Wick, and Thurso for the Orkney and the Shetland Isles*),

Fares from St. Pancras—	1st, 89/10;	3rd, 42/6.	Return—1st, 150/-;	3rd, 85/-.
" " Bristol—	" 88/4;	" 46/8.	" " 140/3;	" 90/3.

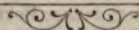
598 miles from St. Pancras *via* the Forth Bridge; also 611½ from Bristol, 415½ from Manchester, and 191¾ from Edinburgh. Inverness,

the beautiful capital of the North Highlands, is a pleasantly-situated city seated on the banks of the Ness and at the northern terminus of the Caledonian Canal. It owns good streets, a handsome Town Hall, and a cathedral, but is still more noteworthy for its picturesque vicinity. From Inverness we may travel to STRATHPEFFER SPA, where are several hotels, and onwards to GARVE for



INVERNESS.

the *Ullapool* coach; to ACHNASHEEN for the coach to *Loch Maree* and *Gairloch*; and to STROME FERRY for the mail steamers that sail for PORTREE, in the Isle of Skye, and for STORNOWAY, Isle of Lewis. The northerly main line from DINGWALL extends through LAIRG—for the mail coaches or gigs to *Lochinver*, *Scourie*, and *Tongue*, to its terminus at WICK, the capital of Caithness; also to THURSO—whence the mail steamers depart for the Orkney and the Shetland Isles. The leading hotels of Inverness are the “Highland Station,” the “Caledonian,” the “Palace,” the “Royal,” the “Imperial,” the “Victoria,” and the “Waverley.” (*Population*—19,214.) Press—*Highland News*, 1883; *Inverness Courier*, 1817; *Northern Chronicle*, 1881; *Scottish Highlander*, 1885.





MAP
OF THE
MATLOCK, BUXTON,
AND
PEAK DISTRICTS,
IN DIRECT CONNECTION,
BY THE
EXPRESS SERVICES
OF THE
MIDLAND RAILWAY,

LONDON WITH LIVERPOOL
(St. Pancras Station), (Central Station),
MANCHESTER
(Central and Victoria Stations),

ST. ALBANS,	DERBY,	SHEFFIELD,
LUTON,	BURTON,	YORK,
BEDFORD,	BIRMINGHAM,	NEWCASTLE,
CAMBRIDGE,	WORCESTER,	LEEDS,
KETTERING,	MALVERN,	BRADFORD,
LEICESTER,	HEREFORD,	BLACKBURN,
LOUGHBOROUGH,	SWANSEA,	CARLISLE,
LYNN,	CHELTENHAM,	GLASGOW,
PETERBOROUGH,	GLOUCESTER,	EDINBURGH,
LINCOLN,	BRISTOL,	DUNDEE,
NEWARK,	BATH,	ABERDEEN,
NOTTINGHAM,	BOURNEMOUTH,	INVERNESS,

THE WEST OF ENGLAND,
NORTH IRELAND,
AND THE
CONTINENT OF EUROPE.

THE ATTRACTIONS OF MATLOCK BRIDGE AS A HEALTH RESORT.

HOW TO REACH IT. WHERE TO STAY.

WITH PURE BRACING AIR, an abundance of pure water, the most delightful hill and dale scenery, good boating and fishing, and such picturesque and historic surroundings as Chatsworth, Haddon Hall, and other places of interest, Matlock is indeed highly favoured. It stands pre-eminent among the Health Resorts of the kingdom. Matlock is the most noted centre for the practice of Hydropathy. Thousands of health-seekers are sent thither by their medical advisers to avail themselves of the restorative properties of the climate and of the "Mild Water Cure." Matlock may be easily reached from all parts by means of the Midland Railway and its connections.

THE CABLE TRAM LINE, a great boon to visitors, runs from the Railway Station past the Establishment.

WHERE TO STAY.

S. SMEDLEY'S HYDROPATHIC ESTABLISHMENT.

The most complete in existence.
Turkish and Russian Baths.
Electricity—Electric Baths.
Weir-Mitchell Treatment.
Massage.

—○—

A SUMMER & WINTER
RESIDENCE.

—○—

CONSULTING AND RESIDENT
PHYSICIANS.

—○—

For Prospectus and
Particulars, Address

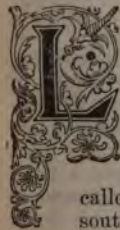
THE MANAGER.



SMEDLEY'S HYDROPATHIC ESTABLISHMENT.
(From a photograph by F. Barber, Matlock Bridge.)

THE MANCHESTER, LIVERPOOL, AND LANCASHIRE EXPRESSES.
THE NEW YORK, BOSTON, AND HALIFAX EXPRESSES.

SECTION III.—LONDON (*St. Pancras*), LUTON, BEDFORD, NORTHAMPTON, KETTERING, LEICESTER, AND NOTTINGHAM TO DERBY (FOR UTTOXETER, ASHBOURNE, STOKE-UPON-TRENT, AND OTHER "NORTH STAFFORDSHIRE" STATIONS), BELPER, MATLOCK, ROWSLEY, BUXTON, THE PEAK DISTRICT, MARPLE, STOCKPORT (*Teviot Dale*), ALTRINCHAM, CHESTER, MANCHESTER (*Central and Victoria Stations*), ROCHDALE, BOLTON, BLACKPOOL, BLACKBURN, WARRINGTON (*Central Station*), SOUTHPORT (*Lord Street*), AND LIVERPOOL (*Central Station*) FOR BIRKENHEAD; DUBLIN, BELFAST, AND DUNDALK; AND THE ISLE OF MAN; ALSO FOR THE OCEAN SERVICES TO NEW YORK, BOSTON, PORTLAND, HALIFAX, QUEBEC, AND MONTREAL; ALSO FROM PLYMOUTH, EXETER, BRISTOL, BOURNEMOUTH, BATH, GLOUCESTER, CHELTENHAM, WORCESTER, BIRMINGHAM (*New Street*), AND BURTON-UPON-TRENT TO DERBY AND LANCASHIRE IN CONNECTION WITH THE SERVICES FROM LONDON.



LANCASHIRE, the great maritime and manufacturing county of England, which covers an area of 1,208,154 acres, and, according to the recent census returns, contains a population of 3,926,798 inhabitants, may be approached by one of the most picturesque railway routes that lie within the limits of the United Kingdom. Indeed, if an experienced traveller were called upon to name the finest railway journey to be enjoyed south of the Tweed, he would doubtless support the claims of the road covered by the "Midland Express to Manchester, Blackburn, and Liverpool," *via* Matlock, Rowsley, Miller's Dale, and the Peak District. Like the Scottish Lowlands and Highlands, of which we have already spoken, the cities and countryside

comprised within the wide territory now under consideration, are not only connected with London (*St. Pancras*), but are similarly in touch with the great populations of the Midland Counties, the West of England, and Scotland. The journey from London to Manchester and Liverpool has been described as far as Trent in connection with the Scotch Expresses (pages 89 to 106), while that from Bournemouth and Bristol has been summarised as far as Derby (pages 139 to 141). The "*Midland Route*" from the North *via* Hellifield will be found noticed in a subsequent section (pages 318 and 319).

The "*Manchester, Liverpool, and Lancashire Expresses*" from *St. Pancras* leave the trunk road to Yorkshire, the North of England, and Scotland, on their right, shortly before it extends through Trent. Then by the Derwent Valley they run towards Derby. Shortly after their departure from the county capital they pass the Ripley and the Wirksworth branches, respectively diverging to the right and to the left, and, skirting the windings of the Derwent, approach Ambergate Junction, where the through trains from the West to Sheffield, York, Newcastle, Leeds, Bradford, and the North, bear away towards Clay Cross. Pursuing their course through Cromford the Lancashire services speed to romantic Matlock, the Derbyshire health resort; and through Darley Dale come to Rowsley, where tourists can alight for visits to the palatial pile of Chatsworth or to the more picturesque mediæval mansion of Haddon Hall. Still running onwards by the pretty town of Bakewell, and overlooking the beautifully undulating scenery of Monsal Dale, they soon reach Miller's Dale, where passengers usually exchange trains for Buxton, the salubrious capital of the Peak District. During the summer months through carriages are attached to certain expresses from *St. Pancras*. After running northwards through the grand cliff and river scenery that characterises the course of the Derbyshire Wye, the vast lime-works of Peak Forest are quickly left behind, while on the right appear the steep ridges and bare outlines of the Peak country. From the same direction approaches the new Dore and Chinley line, which, leaving the trunk road to the North within five miles south of Sheffield, joins the main route to Manchester near to Chinley station. It will shortly afford a fresh link of express communication between Sheffield, Manchester, and Liverpool. Ere many more minutes have elapsed, the expresses mostly pause at Marple, a small but important station on the Cheshire border, where the expresses to Manchester and Liverpool are usually divided into three sections. One of these travels *via* Stockport (*Teviot Dale*) direct to Manchester (*Central Station*); a second, comprising the through carriages to Bolton and Blackburn, proceeds *via* the *Victoria Station*; while a third portion departs *via* Warrington for Southport (*Lord*



ROUTE MAP.—VI. TRENT TO DERBY, MATLOCK, AND BUXTON.

Street) and for Liverpool (*Central Station*). The latter trains, after quitting Marple, run by way of Stockport (*Teviot Dale*) to Warrington (*Central Station*). Through Sankey, the junction for Widnes, they reach Halewood, where the Southport carriages diverge northward. The train then continues its journey through Garston to the Liverpool headquarters of the "*Midland Railway*" (*Central Station*). During recent years this picturesque route has become most popular with English and American tourists, who may be travelling from London to Liverpool as their port of embarkation for New York, Boston, Portland, Halifax, Quebec, or Montreal.

PRESUMING that we leave LONDON by one of the "Manchester, Liverpool, and Lancashire Expresses," that depart from *St. Pancras Station*, we shall rapidly travel northward by way of ST. ALBANS, LUTON, BEDFORD, WELLINGBOROUGH, KETTERING, and MARKET HARBOROUGH to LEICESTER. Our journey thence lies through LOUGHBOROUGH and across the Trent. Shortly before reaching Trent station the faster expresses diverge westward and proceed through SAWLEY JUNCTION, with a distant view of Trent College on our right, to SAWLEY and DRAYCOTT. Within another mile we find the Derwent flowing on our left, and soon reach BORROWASH, the station for Elvaston Castle, the beautiful seat of the Earl of Harrington. Passing SPONDON, we leave the northern road to Derby on our right, and then after crossing the river effect a junction with the western main line from BOURNEMOUTH, BATH, BRISTOL, GLOUCESTER, CHELTENHAM, WORCESTER, BIRMINGHAM, and BURTON-UPON-TRENT, ere we pause at

DERBY

(For *Burton-on-Trent, Birmingham, Worcester, Malvern, Swansea, Cheltenham, Gloucester, Bristol, and the West of England; Bath, Bournemouth, and the South of England; Uttoxeter, Ashbourne, Macclesfield, and Stoke-upon-Trent; Matlock, Rowsley, Buxton, Manchester, Bolton, Blackburn, Southport, and Liverpool; Sheffield, York, Newcastle-on-Tyne, Leeds, and Bradford; also for Wirksworth and Ripley*),

Fares from St. Pancras—	1st,	2d,	3rd,	Return—1st,	2d,	3rd,
Bournemouth	17/6	10/7	59/10	34/6	21/2	34/7
Bristol	18/6	10/11	36/6	21/10	13/8	27/7
York	11/2	6/10	22/4	13/8	12/3	20/6
Newcastle	22/5	13/9	41/0	27/7	14/9	9/8
Leeds	9/9	6/14	19/6	12/3	8/6	44/2
Beifast	27/6	12/3	40/6	24/0	14/9	43/11
Liverpool	12/8	7/4	24/0	14/9	8/6	74/2
Manchester	7/8	4/10	15/4	9/8	44/2	43/11
Glasgow	42/-	23/5	78/3	44/2	23/5	39/0
Edinburgh	41/6	23/3	77/6	43/11	23/5	39/0
Aberdeen	62/8	32/11	110/2	61/-	33/3	11/7
Inverness	78/10	39/0	131/3	41/9	23/5	39/0
Lake Side	21/3	11/7	41/9	23/5	39/0	39/0

128 $\frac{3}{4}$ miles from St. Pancras, 29 $\frac{1}{2}$ from Leicester, 16 from Nottingham, 213 from Bournemouth, 139 from Bath, 134 from Bristol,



ARMS OF DERBY.

97 from Gloucester, $90\frac{1}{2}$ from Cheltenham, $68\frac{1}{2}$ from Worcester, 177 from Swansea, $42\frac{1}{2}$ from Birmingham, 11 from Burton-on-Trent, $36\frac{1}{2}$ from Sheffield, $82\frac{3}{4}$ from York, $166\frac{1}{2}$ from Newcastle-on-Tyne, $75\frac{3}{4}$ from Leeds, $89\frac{1}{2}$ from Bradford, 283 from Belfast *via* Barrow and Leeds, $62\frac{1}{2}$ from Manchester, $91\frac{1}{2}$ from Liverpool, 85 from Blackburn, $187\frac{1}{2}$ from Carlisle, 303 from Glasgow, $317\frac{1}{2}$ from Greenock, $285\frac{1}{2}$ from Edinburgh, 345 from Dundee, $416\frac{1}{2}$ from Aberdeen, $333\frac{1}{2}$ from Perth, $477\frac{1}{2}$ from Inverness, and 168 from Windermere (*Lake Side Station*). Whether the Britons, the Romans, or the Danes are to be credited with the foundation of Derby, is still one of the moot questions with archæologists. It is enough for us to know that the British Rykneld Street traversed the wild forest district in which was seated "Derventio," a Roman station that once occupied the site where now stands the hamlet of Little Chester. When the Danes first established their settlements within the kingdom of Mercia, the neighbouring village of North-Woorthig was replaced by the Deoraby that became one of the five Danelaw Boroughs recovered in 917 by Æthelflæd, the daughter of Alfred the Great, on behalf of her brother Eadmund. Although the Danish settlers acquiesced in the rule of the Saxon kings, they were naturally ready to support the revolt that ultimately left Swein upon the throne of England, but Deoraby again became a royal Saxon borough during the reign of Edward the Confessor. At the Norman Conquest the manor and its surroundings were bestowed upon William Peveril, and the township—one of the earliest boroughs to send members to the national Parliament—was thenceforth chiefly known as a mediæval trading centre. The five chief periods of its later history were the era of the great Civil War, when Derby remained on the side of the Parliament; the memorable Plague Year of 1665; the Revolution movement of 1688; the celebrated 1745, which witnessed the fatal retreat northwards of the Young Pretender; and the scenes of riot that in 1831 preceded the passage of the Reform Bill. The ceremony of laying the foundation-stone for the new buildings of the Derbyshire General Infirmary, in the London Road, on the 21st of May, 1891, was honoured by a semi-state visit of the Queen.

During the last half-century the remarkable development of the national railway system has led to the recognition of Derby as one of the chief traffic centres of the United Kingdom. It is somewhat remarkable that three of the earlier railway corporations had their terminal points at the capital of Derbyshire, with the result that now, as the headquarters of the "*Midland Railway*," it is brought

into direct connection with the principal main-line services that traverse Great Britain. Our introductory pages already furnish a summary of many interesting details that are connected with a review of the "*Midland*" system, but we may here remark that Derby is especially noteworthy as the seat of the Company's locomotive and carriage works. This vast and perfectly-organised engineering establishment, which covers an area of 166 acres, and furnishes employment for some 4,000 hands, is under the direction of the Locomotive Superintendent, Mr. Samuel Waite Johnson, who is assisted by Mr. C. H. Jones and Mr. W. H. Adams. The entire staff attached to the locomotive department numbers over 12,500 men, of whom 8,500 employed as drivers, firemen, cleaners, and mechanics, are directly concerned with the running of "*Midland*" engines, which are grouped at eighty locomotive stations established at the more important points of the system. Incidentally we may remark that the efficient working of the "*Midland Railway*," of which Mr. George H. Turner is the General Manager, demands the daily employment of 52,000 persons. The Superintendent of the Line is Mr. W. L. Mugliston.

The industrial history of Derby is singularly associated with the early development of the silk manufacture, here established in 1718 by John Lombe, who after some romantic adventures in Italy, where he learned the secrets of silk-weaving, returned to his native country, and at Derby set up the first silk-mill in England. At present the chief textile factories of the town are those engaged in the silk, lace, elastic web, and clothing trades. For a long period the celebrated "Crown Derby" porcelain has been greatly prized by connoisseurs of art-china, and its production is still carried on by the Royal Crown Derby Porcelain Company, whose works are in the Osmaston Road. Amongst other staples of the district are engineering, carriage-building, tanning, malting, and various ceramic manufactures.

Like other Midland towns, Derby can claim connection with many celebrities of bygone or present days. Some of the names that more readily occur to us are those of Samuel Richardson, the son of a Derby carpenter (d. 1761), who as the author of "*Pamela*," "*The History of Clarissa Harlowe*," and "*The History of Sir Charles Grandison*," became, with Fielding and Smollett, one of the three novelists who created the present school of English fiction; William Hutton, the local historian of Derby and Birmingham (d. 1815); and Joseph Wright, the artist. In later times one of its most eminent sons has been the late Sir Charles Fox (d. 1874), the eminent engineer, who began his professional life in connection with such gifted men as John Ericsson, Robert Stephenson, and Joseph Bramah, and received the honour of knighthood in recognition of his services as the designer and constructor of the Great Exhibition

building of 1851, now better known as the Crystal Palace. Two other natives of Derby are Mr. Herbert Spencer, the philosopher, and Capt. Wm. de Wiveleslie Abney, a well-known man of science.

Undoubtedly the chief architectural ornament of this ancient county town is the lofty pinnacled Perpendicular tower—a beautiful Gothic composition in three stages, and 174 feet in height—that distinguishes All Saints' Church, itself a commodious classical edifice of the eighteenth century, principally remarkable for an elaborate ornamental iron screen, also for the handsome tombs of the noble Cavendish family, and several other memorials. St. Peter's Church is an interesting structure of considerable antiquity. The remaining three of the original parish churches—St. Alkmund, St. Werburgh, and St. Michael's—are comparatively modern buildings, having been erected upon the site of older foundations. Other places of worship include several ecclesiastical district churches and numerous chapels of the Non-conformists. Derby School, one of the oldest educational foundations of the country, was in 1160 jointly founded by Walter Durant, Bishop of Lichfield, and William de Barbū Aprilis. It was subsequently located in a spacious



ALL SAINTS TOWER, DERBY.
(From a photograph by Mr. R. Keene, Derby.)

mansion presented for this purpose by Walkelin de Derby; but after 1554, when the school was conveyed by Queen Mary to the care of the Derby Corporation, it was carried on in the neighbourhood of St. Peter's Church. In 1862 the Corporation acquired the original school property at St. Helen's, and some years later added thereto an imposing pile of buildings, which comprise ample accommodation for the conduct of a first-grade grammar school. One of its most noteworthy features is the Clark Memorial Chapel. The headmaster is Mr. James Sterndale Bennett, M.A.

Amongst the more important public buildings of Derby are the County Hall and Assize Courts at St. Mary's Gate, and the Town Hall, centrally situated in the Market Place; also the Derby Free Library and Museum in Wardwick, and the Corporation Art Gallery in the Strand, two admirably-designed structures which were presented to the town by the late Mr. Michael Thomas Bass (d. 1884), who during a period of thirty-five years represented Derby in Parliament. His long and honourable connection with the borough is commemorated by a bronze statue executed by the late Sir J. E. Boehm, Bart., R.A., which occupies a prominent position in the Market Place. In the same neighbourhood is the Market Hall; but the Corn Exchange, where a weekly market is held on Friday, is in Albert Street. Wednesday is an early-closing day. Both the General Post Office and the Chamber of Commerce newsroom are in Victoria Street. The Grand Theatre is in Babington Lane, and another commodious building for public assemblies is the Royal Drill Hall in Becket Street. Two popular centres of literary interests are the Derby Mechanics' Institution and the Midland Railway Literary Institute. Derby abounds in philanthropic and medical charities, the more noteworthy being the Derbyshire General Infirmary, an admirably-administered institution in the London Road; the Derbyshire Hospital for Sick Children, in North Street; and the Midland Deaf and Dumb Institution, in Friargate. Few of the many philanthropic institutions which happily flourish in England have so great a claim upon the interest and sympathy of the travelling public as the noble buildings known as the Railway Servants' Orphanage, situated in the Ashbourne Road. This truly commendable orphans' home provides accommodation for some 250 children of those railway servants who have lost their lives during the execution of their duty. It is under the control of the Railway Benevolent Institution, and is entirely supported by voluntary contributions. In the suburb of Litchurch is the picturesque Arboretum, a charming expanse of pleasure-gardens given to Derby by the late Mr. Joseph Strutt. Another of Mr. Michael T. Bass's benefactions to the town is the spacious Recreation Ground, on the *Holmes*, a grassy tract of riverside meadows which also furnishes

a site for the commodious Swimming Baths which have been presented by the same generous donor.

With regard to Derby as a "*Midland Railway*" centre, we have simply to direct the attention of our readers to the numerous towns, manufacturing centres, and tourist districts which are intimately connected with the capital of Derbyshire. As a matter of fact, passengers leaving the *Midland Station* at Derby can now travel direct to any part of Great Britain. One of the services that perhaps calls for more than a passing notice is associated with the "*North Staffordshire Railway*," a system comprising some 200 miles of permanent way, mostly traversing the well-known Potteries, and including a main line that extends from Derby to Crewe for Chester and the North Wales District *via* Uttoxeter and Stoke-upon-Trent. It also affords a through track for the carriage that is daily despatched from London (*St. Pancras Station*) to Ashbourne, for the romantic scenery of Dovedale. This carriage is at Derby attached to the train that travels by way of *Tutbury*—memorable for the grey ruins of its castle, once a place of captivity for the unfortunate Mary Queen of Scots—to *Sudbury*, and thence through the luxuriant valley of the Dove to *Marchington* and *Uttoxeter*. At this point the Ashbourne trains bear away northward to ROCESTER, whence a short branch extends through *Norbury* and *Clifton* to ASHBOURNE, perhaps best known for St. Oswald's Church, a graceful Gothic pile containing the musical peal which suggested Thomas Moore's charming melody "*Those Evening Bells*." His picturesque Oriental romance "*Lalla Rookh*" was also penned while Moore was living at the neighbouring village of Mayfield. As a tourist centre Ashbourne is considered to be the natural gateway to Dovedale, so remarkable for its grand cliff and river scenery; also for its associations with the immortal friendship of Izaak Walton and Charles Cotton, the two piscatorial worthies whose memories still linger near the waters of Beresford Dale. Amongst the leading anglers' quarters in the district are the well-known "*Green Man Hotel*" at Ashbourne, also the "*Izaak Walton*" and the "*Peveril*" in Dovedale.

The continuation of the "*North Staffordshire*" route from ROCESTER extends through *Denstone* for Denstone College, an excellent Church of England public school (see *Panoramic Map, Section I.*), and *via Alton* for Alton Towers, *Oakamoor*, *Frogghall*, and *Cheddleton* to *Leek*, *Rudyard*, *Rushton*, *Bosley*, *North Rode* and *MACCLESFIELD*. From *UTTOXETER* the main line by way of *Leigh*, *Cresswell*, *Blyth Bridge*, *Normacot*, *Longton*, and *Fenton*, enters the capital of the potteries, *STOKE-UPON-TRENT*, whence local services afford communication with such important ceramic centres as *Hanley*, *Burslem*, *Tunstall*, and *Newcastle-under-Lyme*. The trunk road is continued through *Etruria*, *Longport*, *Chatterley*,

Harecastle, Alsager, and Radway Green to CREWE, where passengers can exchange trains for *Chester, Rhyl, Llandudno, Bangor, and Carnarvon*; also for the "Irish Expresses" that run to Holyhead in connection with the steamers to KINGSTOWN and DUBLIN.

Beyond the main-line express trains that respectively run by way of Derby to Leicester and London; Manchester, Blackburn, and Liverpool; Birmingham, Swansea, Bristol, and Bournemouth; Sheffield, York, and Newcastle-upon-Tyne; Leeds, Bradford, and Barrow; and Carlisle, Glasgow, Edinburgh, and Aberdeen, there are five local services that emanate from the county town of Derbyshire. The first trains to call for our notice are those which, *via* SPONDON, BORROWASH, DRAYCOTT, SAWLEY, SAWLEY JUNCTION, TRENT, ATTENBOROUGH, and BEESTON, afford the means of communication with NOTTINGHAM (for Newark and Lincoln), a journey accomplished by fast service within thirty minutes. An alternative route extends southwards by PEAR TREE AND NORMANTON, CHELLASTON AND SWAKESTONE, and WESTON-ON-TRENT to CASTLE DONINGTON, and thence, also *via* Trent, to NOTTINGHAM. From Nottingham passengers can also travel *via* Melton Mowbray, Bourn, and Spalding to Lynn; whence the "*Eastern Section*" of the "*Midland and Great Northern Joint Railways*" affords a direct through main line to Norwich, Cromer, and Yarmouth. A third road after leaving Chellaston bears away to MELBOURNE, a Derbyshire market town noteworthy for its singularly handsome parish church, an edifice remarkable for fine Norman and Early English work. It is also of interest as the birthplace, in 1808, of Mr. Thomas Cook, the founder of the English excursion system. The continuation of this route lies through TONGE and WORTHINGTON to ASHBY-DE-LA-ZOUCH (*see* page 104). Slightly northward of Derby (*Nottingham Road Station*) diverges the line that extends in a north-easterly direction through LITTLE EATON, COXBENCH, KILBURN, and DENBY—celebrated for its collieries, blast furnaces, and potteries—to RIPLEY, a small market town chiefly dependent on coal-mining and other industries connected with the Butterley Iron Works. DUFFIELD, some five miles from Derby, is the point where certain trains departing in a north-westerly direction run through HAZELWOOD, SHOTTLE, and IDRIDGEHAY towards WIRKSWORTH, a quaint old market town environed by limestone hills and once famous for its lead mines. Its stately parish church contains, amongst other memorials, a monument to Sir John Gell. This district is of especial interest to readers of George Eliot's "*Adam Bede*," from its having been the home of Mrs. Elizabeth Evans—the aunt of Mary Ann Evans—who from many points of identity is supposed to have furnished the gifted novelist with her character of "*Dinah Morris*," the Methodist preacher of Hayslope Green.

Derby Station is supplied with six platforms. From platform No. 1 depart the principal express services from the West of England to Sheffield, Yorkshire, and the North, also the fast trains from London to Manchester, Blackburn, and Liverpool; while the same series of trains running in the opposite directions to the South and the West leave from No. 4 platform. Platform No. 2 is devoted to ordinary main-line trains from the West of England to the North, and No. 6 to similar trains for the South and the West. Local trains for the South or the West depart from No. 5 platform, and No. 3 is mostly used for the "*North Staffordshire*" and the "*London and North Western*" services. A letter-box, a telegraph office, a bookstall, refreshment-rooms, and dining-rooms are on No. 1; also a bookstall and refreshment-rooms on No. 4 platform. Luncheon-baskets are supplied. The leading hotels are the "*Midland*" (adjoining the railway station and under the management of the Company), the "*Royal*," the "*Bell*," and the "*St. James's*."

Daily Press—*Derby Express*, 1884; *Derby Daily Telegraph*, 1879. Weekly—*Derbyshire Advertiser*, 1846; *Derby Gazette*, 1860; *Derby Mercury*, 1732; *Derby Reporter*, 1823.

(For an additional illustration of Derby, see Supplementary Pictorial Pages.)

After leaving Derby, with a view of the town on our left, in which the lofty tower of All Saints' and the graceful spire of St. Alkmund's churches are the more conspicuous features, we cross the Derwent and pass the *Nottingham Road Station*. Our route is presently spanned by a viaduct that carries the "*Great Northern*" line to Stafford, and some two miles northward the branch to RIPLEY diverges on our right. Pursuing our course through the Vale of Derwent we approach DUFFIELD, formerly the site of a Norman castle, and still possessing a picturesque parish church. Here a line bears away towards WIRKSWORTH. At Spring Hill resided the late Sir James Joseph Allport (d. 1892), for many years the enterprising General Manager of the "*Midland Railway*." On our right we see the pretty parish church of Duffield ere we clear Milford Tunnel, and reach

BELPER.

Fares from St. Pancras—1st, 18/1; 3rd, 11/2d. Return—1st, 36/2; 3rd, 22/5.

136½ miles from St. Pancras and 141½ from Bristol. This well-known centre of the "*Belper nailers*," a race nearly supplanted by the many hundreds of operatives engaged in cotton and hosiery factories, is a pleasantly-situated market town of Derbyshire. Its principal places of worship are of modern date, but the ancient chapel of St. John the Baptist is an Early English building of much interest. In King Street is the General Post Office. Hotel, the "*Lion*." (Population—10,420.) Press—*Alfreton and Belper Journal*, 1870; *Belper and Alfreton Chronicle*, 1885.

Still travelling onward by the waters of the winding Derwent, which here flow through a broad valley bounded by richly-wooded hills, we come to the important junction of AMBERGATE, 10½ miles from Derby. At this point the main line from Bournemouth, Bristol, and Birmingham to Sheffield, Newcastle-upon-Tyne, Leeds, Bradford, and Scotland bears away on our right, while our own trunk route to Manchester, Blackburn, and Liverpool extends in a north-westerly direction through the picturesque dales of Derbyshire. We now leave to the right Crich Hill, a most interesting upheaval of the limestone through the prevailing millstone-grit formation, and enter a luxuriantly-wooded defile leading to WHATSTANDWELL BRIDGE. Thence, with a glimpse on our right of Crich Stand (955 feet), a popular view-point not far from Lea Hurst, once the beautiful home of Florence Nightingale, we speed through glorious reaches of river and cliff scenery to CROMFORD, with its village and huge cotton-mills visible to the left shortly before we pass the station. In the same direction is Willersley, the ancestral home of the Arkwrights. Cromford may be remembered as the spot where, in 1770, that enterprising genius Richard Arkwright, the inventor of the water-frame, erected the first cotton-mill in Derbyshire, and by so doing not only laid the foundation of a princely fortune, but obtained the well-deserved honour of a knighthood. The great business which he thus established is still conducted under the title of Sir Richard Arkwright and Company. In the neighbourhood are the famous Black Rocks, a grand cliff-platform that commands magnificent prospects of the Matlock Heights and the romantic Derwent Valley. Emerging from a short tunnel, we gain a delightful view on our left of the Heights of Abraham and Great Masson, two noble limestone cliffs that rise behind the village and station of MATLOCK BATH, ere we again roll into another subterranean road that pierces the High Tor. Again in the daylight, we may just perceive the villas of Matlock Bridge on our right before we enter the tunnel that affords access to MATLOCK BRIDGE, the second of the two stations that are conveniently provided for visitors to the picturesque district of

MATLOCK.

(*Matlock Bath and Matlock Bridge.*)

Fares from St. Pancras—	1st, 19/2;	3rd, 11/11.	Return—1st, 38/4.	3rd, 23/10.
" " Bristol—	" 20/2;	" 12/2.	" " 41/4;	" 24/6.
" " Birmingham—	" 7/10;	" 4/7.	" " 15/8;	" 9/2.

144½ miles from St. Pancras, 45½ from Leicester, 32 from Nottingham, 150 from Bristol, 58½ from Birmingham, 16 from Derby, 46½ from Manchester, 69 from Blackburn, and 75½ from Liverpool. *Amongst the principal health and holiday resorts of Great Britain, Matlock maintains a well-nigh unique position. While many of our*

popular inland watering-places have their local specialities which act as attractions to visitors, few, if any, of these towns can offer so grateful a combination of delightful scenery and salubrious climate, with the added benefits of such scientific hydropathy as is available at the Derbyshire spa of Matlock. Hence during recent years increasing numbers of tourists and invalids have been led to seek recuperation, rest, or change on the lovely banks of the Derwent. For a distance of some two or three miles the countryside of Matlock Dale is a treasure-house of natural beauty. At Matlock Bath visitors who approach from the south enter the deep and verdure-clad limestone defile through which they can ascend the Derwent towards Matlock Bridge, whence they may either reach the pleasantly-situated hydropathic establishments of Matlock Bath, or by continuing their explorations they can approach the more open countryside of Darley Dale. The natural gateway to this grand reach of river scenery is near the spot where, on the left, rise the wood-clad Heights of Abraham (805 feet), and still farther westward the majestic summit of Masson (1,111 feet), while to the right stands the precipitous High Tor (673 feet), not far from Riber Castle. Slightly to the south of Matlock Bath station the romantic Lovers' Walks skirt the steep foliage-mantled cliffs that overlook the Derwent. Within a few minutes' stroll, are the charming grounds known as the Matlock Bath Pavilion Gardens, containing an imposing assembly-hall, which is surrounded by an area of fifteen acres, chiefly noteworthy for its secluded paths, Jacob's Hillock, and the Romantic Rocks. In the same neighbourhood are such interesting natural or artificial excavations as the Fluor Spar Cave, the Cumberland Cave, the Speedwell Cave, and the Devonshire Cavern. Another popular pleasure-ground is on the summit of the High Tor, and numbers are likewise attracted by the High Tor Cavern. The neighbourhood abounds in delightful hill-paths and marvellous view-points, of which perhaps the most remarkable is the Victoria Tower, that crowns the Heights of Abraham, whence visitors may descend to the celebrated Rutland Cave, the Great Masson Cave, and the Roman Hall. Matlock is a convenient centre for excursions, and Mr. M. J. B. Baddeley's excellent "*Guide to the Peak District*" may be commended as a most helpful handbook. The exquisite Via Gellia, the Black Rocks, Willersley, Cromford, Wirksworth, Crich Stand, Wingfield Manor, and Bonsal can all be reached by fairly good pedestrians, while excellent railway facilities permit of trips to Rowsley for Haddon Hall and Chatsworth, also to Miller's Dale for Buxton and other attractive spots in the neighbourhood of the Peak District. The parish church of St. Giles is at Matlock Town, and that of All Saints at Matlock Bank, while the various Nonconformist churches include places of



THE HIGH TOP, MATLOCK.
(From a photograph by Messrs. Firth & Company, Belgate.)

worship for the Congregationalists, Friends, Primitive Methodists, Roman Catholics, United Methodists, and the Wesleyans. In speaking of the hotels of Matlock we may recommend the "Royal" and the "New Bath," both of these being well-arranged and admirably-managed high-class hosteleries. They are charmingly situated, and afford every accommodation for the comfort and convenience of visitors. Especially are they inviting to Americans who may require rest and change of scene while visiting England. At the "Royal" is a very complete set of hydropathic baths. (*See back of title page.*)

At *Matlock Bridge Station* visitors may join the convenient cable tram line that ascends the hill, and thus affords access to Matlock Bank, which is chiefly associated with the practice of medical hydropathy, a valuable, curative, and recuperative treatment of which Matlock is the best-recognised centre. The hydropathic establishments, mostly commanding magnificent prospects over the picturesque Valley of the Derwent, which is bounded by the High Tor, Masson, and the Riber hills, enjoy the pure fresh air which is of so much benefit to health-seekers, and one of the greatest aids to the recovery of those who have resorted to Matlock to avail themselves of the "mild water cure." While the hydropathic treatment is now recognised amongst the most valued curative agencies of the century, we may remark that many false ideas are afloat respecting the life to be led in a hydropathic establishment. Visitors are by no means expected to undergo a course of baths, but have perfect liberty to conduct themselves as they would in a high-class hotel, while in so doing they derive much benefit from the regularity of the meals, the careful selection of the diet, the early hours of retirement, the pleasure of healthy family associations, and the enjoyment of such recreations as are now a special feature of all well-managed centres of hydropathy.

In speaking by name of the chief hydropathic establishments reference should certainly be made to "Smedley's," which bears a world-wide reputation. This excellently-arranged residential mansion, accommodating nearly 300 visitors, and standing within extensive grounds, was founded by the late Mr. John Smedley. The building comprises a handsome suite of apartments, embracing every feature to be found in a high-class hotel, and supplemented by one of the most complete ranges of baths to be found in the country. Its principal apartments have been exquisitely furnished by Messrs. Foster, Cooper, and Foster, of Nottingham, whose name, in the Midland Counties, is a guarantee for superior taste. Visitors to "Smedley's" are fortunate in being able to consult the resident physician, Dr. William B. Hunter, one of the greatest living authorities upon the treatment of hydropathy, and one whose writings have done much toward the elucidation of the scientific principles that govern the

water-cure. Alluding to one of the oldest and best-managed establishments, mention may be made of "Rock Side," which has a far-spread fame for the attention received by its patrons. Another excellent hydropathic centre is "Dalefield," which, under the popular management of its proprietors, has gained a praiseworthy reputation for its convenience and comforts. "Matlock House" likewise deserves commendation. Press—*Matlock Visiting List*, 1881.

(For additional illustrations of Matlock, see Panoramic Map, page 138.)

Still travelling towards Manchester and Liverpool, we hasten onwards to DARLEY DALE station. Here passengers can alight for the Darley Dale Hydropathic Establishment, which affords superior accommodation for those who would in quiet seclusion enjoy the benefits of the Matlock district. The charming mansion, occupying an elevated and yet sheltered site, is surrounded by a finely-timbered park. Stanceliffe Hall, the beautiful seat of Lady Whitworth, which may be distinguished by a flagstaff on our right, was the favourite residence of the late Sir Joseph Whitworth, F.R.S., the well-known inventor of rifled ordnance. Nearer to the station are the Whitworth Institute and Reading Rooms and the Whitworth Cottage Hospital. Westward stands the little parish church of Darley, perhaps best known for the grand old yew-tree that adorns its churchyard, and is accredited with an age of some two thousand years. Within a few minutes we arrive at

ROWSLEY

(For *Chatsworth House and Haddon Hall*),

Fares from St. Pancras—	1st, 19/11;	3rd, 12/4½.	Return—1st, 39/10;	3rd, 24/9.
" " Bristol—	" 19/11;	" 12/8½.	" " 41/10	" 25/5.

150½ miles from St. Pancras, 155½ from Bristol, and 41½ from Manchester. This pretty riverside village of rural Derbyshire may be said to possess a threefold interest for lovers of the peaceful and the picturesque. Firstly, they are conveniently near to that pleasant anglers' hostelry the well-known "Peacock Hotel"; secondly, they may enjoy a ramble by the banks of the Wye towards the old baronial pile of Haddon Hall; and, thirdly, they can either walk or drive through the Derwent Valley to Chatsworth, the majestic "Palace of the Peak."

Presuming that our first destination be Haddon Hall, which is generously thrown open to the public by its noble owner the Duke of Rutland, we shall within half an hour arrive at this irregularly-built but singularly-pleasing old mansion that crowns a green slope overlooking the river. Rather more than eight centuries have rolled by since the ville of Haddon was held by its first Norman lords, Henry De Ferrars and William Peveril. It subsequently passed into the possession of the Avenells, and thence by the female

line to the Vernons, who for several generations ruled in their ancestral hall and dispensed a lavish Old English hospitality, for which none were more famous than bluff old Sir George Vernon, who during the sixteenth century was hailed as "the King of the Peak." All visitors to Haddon are versed in the romantic love-tale of his daughter, pretty Dorothy Vernon, who rejected the suit of Edward Stanley. On the summer night that witnessed a festive dance in honour of her sister's wedding, the fair lady stole away by the garden entrance and fled along the dim avenue of yew-trees to meet young John Manners, her own true knight, with whom she rode to the altar. Their adventurous story had a most practical sequel, for the lady ultimately brought to her lord the beautiful home of Haddon, which is still held by the ducal line of the Manners. *En passant* we will drop a note that the quaint monument of "Sir John Manners of Haddon, Knight and Dorothea, his wife," may still be seen in the Vernon Chapel of Bakewell church.

Haddon Hall is a specimen of the old-time architecture when the baronial stronghold and the country mansion were singularly intermingled. It forms two irregular quadrangles, and is approached by a massive Norman tower, which with the chapel are the older portions of the building. The great kitchen hard by the old Banqueting-Hall, with its raised dais, oaken board, and minstrels' gallery, will remind us that the Middle Ages were as greatly renowned for their feasting as for their fasting; while the Dining-Room, the Drawing-Room, the Earl's Bedchamber and the State Bedroom are fine examples of the oak-panelled and tapestry-hung apartments that formed the substantial homes of bygone generations. But the spacious and beautiful Tudor hall known as the Long Gallery or Ball-Room, with its oaken floor and wainscot, panelled ceiling, and mellowed light streaming through latticed panes, will undoubtedly carry the palm for beauty, as Dorothy Vernon's steps—leading to the garden terrace—will command the greatest interest amongst the sights of Haddon. The lovely old terraced gardens admirably harmonise with the grey mansion that so well reflects the story of many centuries. Before leaving Haddon we may obtain a charming view by ascending the Eagle Tower.

Chatsworth House, the magnificent seat of the Duke of Devonshire, is some four miles from Rowsley Station, and may be reached by a service of omnibuses from Edensor, which run in connection with certain "Midland" trains. This palatial mansion, with its priceless treasures of art, is, by permission of its ducal owner, usually open to the public during the summer months, from 11 a.m. to 4 p.m., but on Saturdays it is closed at 1 o'clock. The vast estate was originally, as a royal demesne, held by William Peveril, but some centuries later it was purchased from the Agards by Sir

William Cavendish, one of the founders of the great ducal house now ruling at Chatsworth. The majestic residence occupies the site of an older pile completed by that most zealous of builders Elizabeth Hardwick, the proud Countess of Shrewsbury, who at the time of its commencement was married to Sir William Cavendish. Chatsworth



HADDON HALL.

(From a photograph by Mr. J. W. Hilder, Matlock Bath.)

of to-day was founded in 1687—by the fourth Earl and the first Duke of Devonshire, one of the leading spirits in the Revolution of 1688, and completed in 1806—thus having been in existence for nearly two centuries. The north wing was an addition executed under the direction of Sir Jeffery Wyatville. The entire west front, 557 feet in length, is now a fine example of the classical style. Its stately interiors are perhaps chiefly remarkable for their really exquisite specimens of wood-carving, presumably executed by a Derbyshire

genius, Samuel Watson, of Heanor; the splendidly-painted ceilings; and countless treasures in books, paintings, and sculpture.

Palatial Chatsworth is generally entered by the Sub-Hall, which leads to the Great Hall and the Chapel, a most interesting building paved with black and white marble mosaic, decorated with cedar



CHATSWORTH HOUSE.

(From a photograph by Messrs. G. W. Wilson & Company, Aberdeen.)

wainscot and graceful carvings, and containing a fine altar-piece by Verrio. Other noteworthy apartments are the Picture Gallery, containing many rare examples of the old masters, also valuable canvases of the modern school; the Sculpture Gallery, which abounds in matchless marbles, including beautiful carvings by Canova, Thorwaldsen, Schadow, and other disciples of the chisel; and the imposing Library, an elaborately-decorated room some 90 feet in length, richly furnished with missals, manuscripts, Caxtons,

and a vast array of costly nineteenth-century books. A unique work of the collection is the "*Libro di Verita*" of Claude Lorraine, the famous French master of landscape. In the Grand Drawing-Room, amongst a wealth of canvas, is Sir Joshua Reynolds' portrait of Georgiana, well known as the beautiful Duchess of Devonshire. The same saloon is likewise remarkable for many family portraits. The State Apartments—especially renowned for their pictures, statuary, wood-carving, and china—comprise the State Dressing-Room, the Bed-Room, the Music-Room, the Drawing-Room, and the State Dining-Room. Closely associated with these splendid apartments of the mansion are the Orangery and the Grand Conservatory, some 270 feet in length, 120 in width, and covering an area of one acre. It owes its design to the late Sir Joseph Paxton—the good genius of the Crystal Palace—who at the time of the sixth duke was the head-gardener at Chatsworth, a position of vast responsibility. Before quitting Chatsworth we may remark that its palatial apartments are remarkable for their examples of the old masters, including works by Michael Angelo, Raphael, Correggio, Giorgione, Leonardo da Vinci, Andrea del Sarto, the Caracci, Guido Reni, Domenichino, Guercino, Titian, Tintoretto, Paul Veronese, Zuccaro, Murillo, Salvador Rosa, Rembrandt, Rubens, Vandyck, Holbein, Teniers, Poussin, Claude Lorraine, and Albert Dürer. The stately grounds, which abound in natural and artificial beauties, are remarkable for their ornamental water-works, especially for the Emperor Fountain, which discharges a jet 260 feet in height, a volume of water not exceeded by any fountain in Europe. An interesting relic of the older building is Queen Mary's Bower, so named from its having been a favourite resort of unhappy Mary Queen of Scots when detained as a prisoner at Chatsworth. Not far from the mansion is the ancient Hunting Tower, which crowns a picturesque eminence, and floats a flag when the Duke is in residence. The magnificently-timbered park which has a circumference of some ten miles and covers over 1,200 acres, is thrown open to the pedestrian public.

North of Chatsworth Park and on the direct road to Sheffield is the pleasantly-situated village of *Baslow*, chiefly noteworthy for some comfortable inns and the magnificently-appointed Baslow Hydropathic Establishment. Another centre of interest is *Edensor*, generally known as the Duke of Devonshire's "model village," and certainly remarkable for its examples of picturesque villas. Its parish church, which still retains vestiges of antiquity, contains a memorial window to the lamented Lord Frederick Charles Cavendish, who while filling the office of Chief Secretary for Ireland was assassinated in the Phoenix Park, Dublin, on the 6th of May, 1882. The "Chatsworth Arms" is the leading hotel. Edensor is within an hour's walk of Bakewell; but we should

also remark that during the summer months omnibuses, both from Edensor and Baslow, meet certain trains at Rowsley Station.

Resuming our journey from ROWSLEY, we cross the Derwent, which bears away in a northerly direction towards Chatsworth, while for some miles we now speed through the pretty Valley of the Wye. Shortly after emerging from Haddon we may, by looking over the singularly-pleasing landscape on our left, gain a charming view of the little town that gives its name to our next station,

BAKEWELL,

Fares from St. Pancras—1st, 20/4; 3rd, 12/7½. Return—1st, 40/8; 3rd, 22/3.

153½ miles from St. Pancras and 66½ from Liverpool. Although one of the smaller market towns of Derbyshire, Bakewell has long claimed to be recognised as "the Metropolis of the Peak." It may be described as one of those pleasant and substantial places which, without evincing remarkable signs of development, steadily maintains an air of unpretentious prosperity. From a tourist's point of view, Bakewell forms a comfortable centre for day excursions through picturesque Derbyshire. Both Chatsworth and Haddon are within easy reach, and the surrounding countryside affords such alluring destinations as Latkit Dale, Ricklow Dale, Robin Hood's Stride, Cratcliff Tor, Longstone Edge, and many quaint villages of the Peak District. Chief amongst its architectural attractions is the stately cruciform church of All Saints, which is distinguished by a lofty spire, and contains numerous interesting monuments to members of the Foljambe, the Vernon, and the Manners families. Although the church has been subjected to a very elaborate restoration, it still retains an interesting Norman doorway and other vestiges of Early Gothic work. Here, too, are places of worship for the Congregationalists, the Friends, the Primitive Methodists, the Roman Catholics, and the Wesleyans. The Town Hall, a modern Gothic building in the Market Square, contains a good library. Bakewell Baths have long been celebrated for their mild chalybeate waters. A corn market is held on Monday. The "Rutland Arms" is the leading hotel. (*Population*—2,748.)

Within four minutes of Bakewell we come to HASSOP, a village on our right, sheltered by the heights of Longstone Edge. Some five miles from the station is Eyam, one of the picturesque hill-villages of the Peak. It will ever be memorable for its association with its heroic rector, William Mompesson, who during the terrible visitation of the plague which in 1665 and 1666 well-nigh depopulated the village, loyally remained at his post, and, aided by his predecessor, Thomas Stanley, became the chief support and counsellor of his afflicted people. A graphic account of the plague

is given in the "*History of Eyam*," written by the late William Wood, a local antiquarian. Eyam is also noteworthy for its caverns, dales, and wild rock scenery. Running northwards from Hassop, we soon pass LONGSTONE. About a mile further we pierce a tunnel, and then, crossing the river, gain an exquisite view over MONSAL DALE shortly before we perceive Raven's Dale on our right. A tunnel now leads to another charming view-point of the wooded defile through which flows the Wye; and another tunnel is but a preface to a similarly pleasing view. Skirting the river and the highway, here bordered by lofty limestone cliffs, we rapidly approach MILLER'S DALE, where passengers usually exchange carriages for Buxton. Presuming that we visit this famous spa of the Peak, we shall presently turn to the left and pass through the beautiful Valley of the Wye, which extends towards

BUXTON,

Fares from St. Pancras—	1st, 21/8; 3rd, 13/7.	Return—1st, 43/4; 3rd, 27/2.
" " Bristol—	" 22/11; " 13/11.	" " 45/10; " 27/11.
" " Birmingham—	" 16/5; " 10/4.	" " 20/10; " 12/7.

165½ miles from St. Pancras, 66½ from Leicester, 53 from Nottingham, 171 from Bristol, 79½ from Birmingham, 37 from Derby, 36½ from Manchester, and 65½ from Liverpool. Although Buxton was undoubtedly known to, and appreciated by, the Romans, its greater celebrity as a national health resort has been acquired during the last three centuries. This fashionable watering-place of the Peak District is now one of the chief medicinal spas of the country. Its lofty elevation of 1,000 feet above the level of the sea and its environment by still higher ranges of limestone cliffs, which provide a shelter from the colder winds, alike conduce to that combination of bracing air with a sheltered situation which is so peculiarly suitable to invalids. The town is governed by a Local Board, a provision that ensures an abundant water-supply and an excellent sanitary system. With regard to the marvellous efficacy of its tepid waters in cases of rheumatism, gout, and nervous affections, we cannot do better than refer our readers to the excellent "*Guide to Buxton and the Peak of Derbyshire*" by Dr. Robertson. But beyond the merely medical aspect of Buxton, it has become a highly popular centre for the tourist brotherhood, who make their headquarters at its many capital hotels and hydropathic establishments. By using the excellent train services of the "*Midland Railway*" they can, between the morning and the evening, visit the most attractive show-places or view-points of Derbyshire, such as Chee Dale, Miller's Dale, Bakewell, Haddon Hall, Chatsworth, Wingfield Manor, and Matlock. Ere long a railway will also, *via* Chinley, provide access to Castleton, famous for the lofty rock fortress of *Peperil Castle* and Winnat's Pass, also for the Peak Cavern, the

Speedwell Cave, and the Blue John Mine. Nearer to Buxton are the Duke's Drive, the beautiful Corbar Woods Walks, the exquisite scenery of Deepdale, Ashwood Dale, and the Goyt Valley. Three favourite view-points are Axe Edge (1,807 feet), the Cat and Fiddle (1,690 feet), and Flash Bar (1,535 feet), Diamond Hill, and Solomon's Temple. The chief caves near to Buxton are the Poole's Hole Cavern, and the more recently discovered Deepdale Cavern.

Higher Buxton is the title given to the older portion of the town, which surrounds a spacious Market Place, chiefly remarkable for an



BUXTON.

(From a photograph by Messrs. Valentine & Sons, Dundee.)

ancient cross, and the Town Hall. Lower Buxton is singularly rich in stately buildings, attractive pleasure grounds, and charming sylvan walks. One of its most imposing architectural elevations is that of the Crescent, which not only comprises two handsome hotels, but likewise supplies accommodation for those well-appointed bathing establishments respectively known as the Natural Baths and the Hot Baths. Swimming-baths will be found in the Broad Walk. The Devonshire Hospital, a noble charity owing its inception and development to various heads of the great ducal house, affords accommodation for 250 patients. It is distinguished by a magnificent dome having a diameter of 154 feet, proportions exceeding those of any

similar structure in Europe. Another noteworthy building is the Town Hall and the Public Free Library, which occupies a commanding site in the neighbourhood of St. Anne's Cliff. Beyond four places of worship owned by the Church of England, there are churches for the Congregationalists, Primitive Methodists, Roman Catholics, Unitarians, and the Wesleyans. Buxton College is an educational foundation established in 1675. Between the old and the new town is St. Anne's Cliff, traversed by public walks, which, with the charming pleasure grounds of the Buxton Gardens Company—bounded by the Broad Walk, Burlington Road, and St. John's Road—may as easily be reached from the Crescent. The domed pavilion and other buildings standing within these picturesque surroundings comprise a magnificent conservatory, a concert hall, a theatre, and a good reading-room. A weekly market is held on Saturday, and Wednesday is an early-closing day. In the Quadrant is the General Post Office. The chief centres for hydropathy are the "Buxton Hydropathic and Winter Residence," an extensive establishment that affords every facility for the comfort and entertainment of its visitors; the "Peak," the "Clarendon," and the "Haddon House." Amongst the leading hotels are the "Palace," an imposing building which is near to the station, the "St. Ann's," the "George," the "Old Hall," the "Crescent," the "Royal," the "Leewood," the "Shakespeare," the "Burlington," the "Midland," and the "Eagle." The "Rockavon," the "Grosvenor," the "Balmoral," and the "Egerton," are high-class boarding-houses. (*Population*—7,424.) Press—*Buxton Advertiser*, 1852; *Buxton Chronicle*, 1885; *Buxton Herald*, 1842; *High Peak News*, 1870.

(For additional illustrations of Buxton, see Panoramic Maps, pages 138 and 260.)

Returning to MILLER'S DALE, whence we continue our journey to Manchester, Blackburn, and Liverpool, we pursue our course near the limestone cliffs that line the banks of the Wye, and presently, after speeding through a short tunnel, enjoy a delightful glimpse of Chee Dale, a beautifully-wooded defile on our right. We now speed through a valley known as the Great Rocks Dale, and reach the summit of our long and steep ascent at PEAK FOREST, a bleak district of stone quarries and lime-works, 985 feet above the level of the sea. Still onward through an avenue of rock we reach Dove Holes Tunnel, a deep subterranean roadway that extends for a distance of 8,580 feet, and emerge therefrom into a wide moorland countryside, with CHAPEL-EN-LE-FRITH to the right. Some eight miles westward is *Castleton*, a little town of the Peak, sheltered by Mam Tor or the Shivering Mountain, and overlooking the scenery of Hope Dale. It is noteworthy as the site of *Peveril Castle*, built by William Peveril, a natural son of

William the Conqueror, and associated with Sir Walter Scott's semi-historical romance "*Peveril of the Peak*." It is also a favourite centre for tourists intent on exploring the wonderful Speedwell Mine, the Blue John Mine, or the vast Peak Cavern; and is conveniently situated for a visit to Winnat's Pass and the ascent of Win Hill (1,532 feet). The district will be accessible to travellers by means of the new "*Midland*" line that extends from DORE AND TITLEY—on the main route between London and Sheffield—to CHINLEY, a station which we next pass on our run towards Manchester. This new road between the east and the west will place Sheffield within an hour's express journey from Manchester, and within two hours' from Liverpool. It is remarkable for its extensive engineering works, which include a tunnel over three and a half miles in length. Some distance to our right extend those huge hills of the Pennine Range that are known as Chinley Churn, Kindersteint, and other summits of the Derbyshire Peak. Clearing BUGSWORTH, we now enter the picturesque Goyt Valley, and shortly before reaching NEW MILLS perceive a branch on our right that, by way of BIRCH VALE, affords communication with HAYFIELD. Skirting the winding river, we rapidly pass STRINES. Presently we cross the Etherow, and enter Cheshire—a county covering some 657,123 acres, and containing 730,052 inhabitants—ere we arrive at

MARPLE

(For Manchester [*Central Station*], Manchester [*Victoria Station*], Bolton, Blackburn, Stockport, Warrington, Southport, and Liverpool),

Fares from St. Pancras—1st, 23/7; 3rd, 14/7. Return—1st, 47/2; 3rd, 29/3.

177½ miles from St. Pancras, 182¾ from Bristol, 11¾ from Manchester, *Victoria Station*, and 14 from Manchester, *Central Station*. This pleasantly-situated little town of Cheshire is chiefly interesting to railway travellers as the point where "*Midland*" passengers may choose between the two routes that lead thence to Manchester. Through carriages are provided from *St. Pancras Station* both for the *Central Station* or via the *Victoria Station* to Bolton and Blackburn. It is also possible that passengers who have neglected to secure their places in the through coaches for Liverpool, Warrington, or Southport, may here have occasion to exchange carriages. Presuming that we take, in their topographical order from east to west, the three routes into which the main line now diverges, we shall find ourselves first committed to travel by the "*Blackburn Express*." Within two miles from Marple the train passes ROMILEY, and then leaves on its left the line that leads towards Manchester (*Central Station*), Southport, and Liverpool. It then speeds over the direct route which by way of BREDBURY extends across the Tame

and enters the county of Lancashire. Travelling onwards through REDDISH, BELLE VUE, and ASHBURYS, our train approaches

MANCHESTER,

Victoria Station

(For Salford, Bolton, Darwen, Blackburn, Clitheroe, and Hellifield; Oldham, Rochdale, and Bury; also for Preston, Lytham, and Blackpool),

Fares from St. Pancras—		1st.	2d.	3rd.	15/3d.	Return—1st.		2d.	3rd.	15/3d.
Bristol—	24/1	13/7	..	..	..	48/2	27/2	..	..	..
Glasgow—	35/6	17/9	..	..	..	61/9	35/4	..	..	..
Edinburgh—	35/-	18/3	..	..	..	61/9	34/5	..	..	..

189½ miles from St. Pancras, 140½ from Bedford, 89½ from Leicester, 76½ from Nottingham, 273½ from Bournemouth, 194½ from Bristol, 102½ from Birmingham, 60½ from Derby, 24½ from Blackburn, 125½ from Carlisle, 240½ from Glasgow, and 223½ from Edinburgh; also, *via* the Forth Bridge, 282½ from Dundee, 354 from Aberdeen, 271½ from Perth, and 415½ from Inverness. This busy centre of a vast passenger traffic is the point where the "*Midland Railway*" effects an intimate connection with all parts of the "*Lancashire and Yorkshire*" system—one of the most important railway corporations in the North of England, commanding an author's d capital of £48,006,529 and controlling 527 miles of permanent way. Seeing that we shall more fully notice Manchester in connection with the *Central Station*, we shall here simply remark that the *Victoria Station* is most conveniently situated near to the Exchange, the Cathedral, and other well-known centres of the city. It is, perhaps, best known as the terminus where passengers for Strauraer, Belfast, Glasgow, Edinburgh, Aberdeen, Perth, Inverness, and the North Highlands can join the popular "*Midland Scotch Expresses*" which travel *via* Hellifield, Settle, and Carlisle. Here, too, depart certain trains that afford the means of direct communication with Lancaster, Morecambe, Grange-over-Sands, Lake Side for the Lake District, and with Barrow for the steamers to Belfast and during the summer months to the Isle of Man. By exchanging trains at *Victoria Station*" "*Midland*" passengers from the South can join certain local services that provide access to Oldham, Rochdale, and Bury; also to Preston, Lytham, and Blackpool. The huge terminus is supplied with letter-boxes, a telegraph office, bookstalls, and refreshment-rooms. Luncheon baskets are supplied. Presuming that we continue our northward journey in the through carriages that are run between London and Blackburn, we shall, soon after leaving MANCHESTER (*Victoria Station*), proceed through SALFORD, Pendleton, Clifton, Dixon Fold, Stoneclough, Farnworth and Halshaw Moor, and Moses Gate, to

BOLTON.

Fares from St. Pancras — 1st, 26/6; 3rd, 16/2. Return—1st, 52/-; 3rd, 32/4.
 " " Bristol— " 25/9; " 14/4. " " 40/11; " 28/9.

200 miles from St. Pancras and 205½ from Bristol. The ancient town of Bolton-le-Moors was one of the earliest seats of the Lancashire textile industry. At present it is a populous centre of the cotton trade. Its principal public buildings are a singularly handsome Town Hall of the Corinthian order, a well-stored Public Library, the Chadwick Museum and Art Gallery, and the Market Hall. St. Peter's Church is a fine old pile of Gothic design. Bolton Grammar School may be remembered for the headmasterships of Ainsworth and Lempriere, and the town will ever be celebrated as the birth-place, in 1753, of the weaver's son, Samuel Crompton (d. 1829), who invented the "spinning mule." Sir Thomas Bazley (d. 1885), the political economist, was also born in the neighbourhood of Bolton. In Bradshaw Gate is the General Post Office. Early-closing is general on Wednesdays. The leading hotels are the "Swan," the "Victoria," and the "Commercial." (*Population*—115,002.)

Daily Press—*Bolton Daily Chronicle*, 1870; *Bolton Evening Guardian*, 1873; *Bolton Evening News*, 1867. Weekly—*Bolton Chronicle*, 1824; *Bolton Guardian*, 1859; *Bolton Journal*, 1871.

Again moving northward for another thirteen miles we pass *The Oaks*, *Bromley Cross*, *Turton* and *Edgworth*, *Entwistle*, *Spring Vale*, *Darwen*, and *Lower Darwen*, ere we reach

BLACKBURN

(*For Accrington and Burnley; also for Hellifield, Carlisle, and the North*),

Fares from St. Pancras — 1st, 29/-; 3rd, 17/6. Return—1st, 56/6; 3rd, 34/8.
 " " Bristol— " 28/1; " 15/5½. " " 54/3; " 30/11.
 " " Glasgow— " 31/11; " 15/11. " " 58/10; " 31/3.
 " " Edinburgh— " 31/3; " 16/5. " " 56/1; " 31/-.

213¾ miles from St. Pancras, 114½ from Leicester, 101 from Nottingham, 298 from Bournemouth, 219 from Bristol, 127¾ from Birmingham, 85 from Derby, 24½ from Manchester, 100¾ from Carlisle, 216½ from Glasgow, 199 from Edinburgh; also, *via* the Forth Bridge, 258½ from Dundee, 329½ from Aberdeen, and 246¾ from Perth. This busy cotton-manufacturing town of Lancashire occupies a sheltered situation on the slopes of the lofty hills that here command magnificent prospects seawards, one of the most noteworthy view-points being the beautiful Corporation Park, which covers a charming site on Revidge Hill. Like many other factory centres of Lancashire, Blackburn owns several imposing public buildings, of which perhaps the chief are the parish church of St. Mary's, the Town Hall, the Free Library and Museum, the

Market Hall, and the Exchange, where the principal business is conducted on Wednesday. Thursday is an early-closing day. The chief educational foundation is Queen Elizabeth's Grammar School, and an excellent Technical School is on Blakey Moor. The General Post Office is in Lord Street. Lovers of literature will doubtless recollect that Blackburn was associated with the early life of Mr. John Morley (born 1838), the celebrated statesman and man of letters, whose judicious editorship of the *Fortnightly Review* and the *Pall Mall Gazette* were noteworthy epochs in the history of journalism and the higher criticism; while Mr. Morley's biographical studies and the works that he has edited in connection with the *English Men of Letters Series* are acknowledged to rank amongst the best English classics. As a railway centre Blackburn is the exchange station for passengers wishing to reach *Accrington* and *Burnley*; also for those who have travelled thus far in "*Midland*" carriages for *Preston*, *Lytham*, and *Blackpool*. Here, too, the "*Midland Scotch Expresses*" from Liverpool and Southport join the main route to Scotland *via* Hellifield, Settle, and Carlisle. *Blackburn Station* is supplied with a letter-box, bookstalls, and refreshment-rooms. The "*White Bull*," the "*Old Bull*," the "*Bay Horse*," the "*Grosvenor*," and the "*Borough Arms*" are the leading hotels. (*Population*—120,064.) *Daily Press*—*Lancashire Evening Express*, 1832; *Northern Daily Telegraph*, 1886. *Weekly*—*Blackburn Standard*; *Blackburn Times*, 1854.

Returning to MARPLE, we will now follow the route of those expresses that travel thence to the *Central Station*, Manchester. After leaving Marple we run through ROMILEY to STOCKPORT (*Teviot Dale*)—but as a rule this town is reached from London by the Liverpool and Southport services—whence we pass rapidly onwards by way of HEATON MERSEY, DIDSBURY, WITHERINGTON AND ALBERT PARK, and CHORLTON-CUM-HARDY, to

MANCHESTER,

Central Station

(For Warrington, Southport, and Liverpool),

Fares from St. Pancras—	1st, 24/6; 3rd, 15/5d.	Return—1st, 49/-; 3rd, 30/11.
" " Nottingham—	" 0/5; " 3/9d.	" " 18/0; " 11/7.
" " Bristol—	" 24/11; " 15/7.	" " 48/2; " 27/2.
" " Birmingham—	" 17/6; " 6/11d.	" " 22/2; " 13/1.

191 miles from St. Pancras, 142½ from Bedford, 91½ from Leicester, 76½ from Nottingham, 275¾ from Bournemouth, 196¾ from Bristol, 105 from Birmingham, and 62¾ from Derby. During the earlier centuries of the Christian era the Roman town of "*Maccium*" stood upon the site of modern Manchester. Subsequently the old military station became a frontier town of Northumbria. Still later it was



ARMS OF MANCHESTER.

desolated by the Danes. During the era that immediately succeeded the Norman Conquest Manchester passed into the possession of the Gresleys—a line of baronial lords—who were succeeded by the De la Warres and the Wests, whose representatives held the manor until the middle of the sixteenth century. With the exception of a brief tenure by John Lacy, the manorial rights were for the next two hundred and fifty years owned by the Mosleys, until in 1845 they were purchased by the Corporation of Manchester. Since the reign of Edward III., when a colony of Flemings first settled in Lancashire, Manchester has been closely identified with the national textile industries, and is now generally recognised as the mercantile metropolis of the North of England. During the present century this great city has been peculiarly identified with the cause of constitutional reform. The lamentable Peterloo Massacre of 1819, which occurred some years before the passage of the great Reform Bill; and the formation of the Anti-Corn Law League, that resulted in the memorable repeal of the Corn Laws in 1846, were associated with two of the more noteworthy epochs when Manchester led the van in urgent demands for beneficent national legislation. Notwithstanding the position and population of Manchester, it was not until 1832 that it was empowered to return members to Parliament; six years later it was created a municipal borough; in 1847 it was selected as the seat of a bishopric; and 1853 witnessed its incorporation as a city; while in 1880 the city became the centre for the Victoria University.

Space would fail were we to enumerate all the worthies who have been more or less closely associated with Manchester. Nevertheless, we may record the fact that in 1785 it was the birthplace of the brilliant essayist, Thomas De Quincey (d. 1859); also that Mrs. Gaskell (d. 1865), Mr. William Harrison Ainsworth (d. 1882), and Mrs. George Linnaeus Banks, have been amongst the popular writers of fiction who rank as natives of Manchester; while the neighbouring parish of Great Ancoats witnessed the birth of the gifted journalist and historian, William Hepworth Dixon (d. 1879), who from 1853 to 1866 edited the *Athenæum*. Mr. James Prescott Joule, the electrician, and Mr. Lazarus Fletcher, F.R.S., the mineralogist, are natives of Salford. Other names intimately allied with Manchester have been John Dalton (d. 1844), the discoverer of the "atomic theory"; Bishop James Fraser (d. 1885), the widely-known

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SOUTHPORT.

THE
ATTRACTIONS
OF
SOUTHPORT,
AND
WHERE TO STAY.

SOUTHPORT
IS IN
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COMMUNICATION
WITH
ALL PARTS
OF
THE
MIDLAND
RAILWAY
AND
ITS CONNECTIONS.

AS a high-class and popular watering-place and winter residence, Southport possesses many attractions. The climate is pure, mild, and yet withal bracing, with a very small mean range of temperature. The general healthiness of the town, the excellent sanitary system, and the plentiful supply of good water, the wide and well-kept Promenades, the Marine Lakes, the

extensive Parks, the Boulevards, the Theatres and Winter Gardens, and the capital service of trains in connection with Liverpool and Manchester, are amongst the many inducements that annually attract many thousands of visitors to this most famous of northern health resorts.



THE PALACE HOTEL, BIRKDALE PARK, SOUTHPORT.

WHERE TO STAY.

THE **PALACE HOTEL**, BIRKDALE PARK, **SOUTHPORT.**

A CHARMING SEASIDE RESORT, STANDING IN ITS OWN MAGNIFICENT GROUNDS OF FIVE ACRES, AND OVERLOOKING THE SEA.

HANDSOMELY FURNISHED. ELECTRIC LIGHT. TENNIS AND GOLF.

THE FINEST BATHS IN THE KINGDOM.

THE BIRKDALE PALACE STATION IS CONTIGUOUS TO THE HOTEL.

E. A. FICK, MANAGER.

and well-beloved "bishop of all denominations"; Canon Hugh Stowell, of Salford and Dr. Macfayden, an earnest Congregationalist. Dr. Arthur Ransome, the eminent physician, also Mr. Henry Wilde, F.R.S., and Mr. John Hopkinson, F.R.S., D.Sc., were also born in the great Lancashire metropolis.

Manchester can claim the most magnificent Town Hall in England. This vast and elaborate Gothic structure, designed by Mr. Alfred Waterhouse, R.A., faces Albert Square, which surrounds the Albert Memorial. Its principal front is surmounted by a lofty clock tower. The chief apartments are the Great Hall—containing a series of valuable statuary and the celebrated historical paintings executed by Mr. Ford Madox Brown—the Banqueting Saloon, the Council Chamber, and the Mayor's Parlour. In Great Ducie Street the same gifted architect has also erected the Assize Courts, a remarkably fine example of modern Decorated English work. The City Court House, in Minshull Street, was designed by Mr. Thomas Worthington. Another great edifice erected under the superintendence of Mr. Waterhouse is Owens College, which is associated with the Victoria University. This grand building—erected in accordance with a bequest of the late Mr. John Owens, a Manchester merchant and a liberal-minded member of the Church of England, who died in 1846—comprises every facility for the conduct of classes in connection with the arts, science, and law examinations of the University, also for the study of medicine which is associated with the practice of pharmacy and dentistry. Hulme Hall and Dalton Hall (the latter being especially designed for young men belonging to the Society of Friends) are two independent residences for students connected with the University. One of the most centrally-situated public buildings of Manchester is the Royal Exchange, a stately classical structure erected in a line with Market Street, which, with Deansgate, Piccadilly, and London Road, furnish the chief thoroughfares of the city. On the same side of Market Street are two short roads that are respectively known as Brown Street and Spring Gardens, between which stands the huge General Post Office of Manchester. Two other centres of commerce are the Stock Exchange in Cross Street and the Corn Exchange in Hanging Ditch.

Within a short distance of the *Victoria Station* is the fine old cathedral church dedicated to St. Mary the Virgin. Since the early portion of the fifteenth century this interesting Perpendicular edifice was a collegiate foundation, and recognised as the parish church of Manchester until, in 1847, it became the cathedral of the then new Lancashire diocese. The present Bishop of Manchester is the Right Rev. James Moorhouse, D.D., the popular successor of Bishop Fraser. In the same neighbourhood will be

found Chetham's Hospital and Library, occupying a most interesting mediæval pile of buildings, formerly inhabited by the baronial lords of Manchester, which in 1654 were acquired by the executors of worthy Humphrey Chetham, whose generosity had bequeathed funds for the foundation of a school and free library. This excellent institution was incorporated by Royal Charter in 1665, contains over forty thousand volumes, and provides food, clothing, and education for one hundred boys. Not far distant, in Long Millgate, is the well-known Grammar School founded in 1515 by Hugh Oldham, Bishop of Exeter. It is especially remarkable for its number of school exhibitions and University scholarships, and supplies a first-grade education for some eight hundred boys. The headmaster is Mr. J. E. King, M.A. An admirable educational course for girls is provided by the Manchester High School, which has its headquarters in Dover Street and a suburban branch at Pendleton. Amongst the numerous theological institutions which are here associated with the Protestant Nonconformist Churches are the Manchester Baptist College in Rusholme; the Lancashire Independent College at Whalley Range, an important centre of the Congregationalists; the Primitive Methodist College in Alexandra Park; the United Methodist Free Church College at Rusholme; and the Wesleyan Theological Institute at Didsbury. St. Bede's College is a Roman Catholic seminary in the Alexandra Road.

Intimately connected with the interests of education are public art galleries and libraries. The Manchester Free Library now contains over two hundred thousand volumes, the larger number of these being kept at its headquarters in King Street. Lovers of books will recollect that the John Rylands Memorial, now in course of erection in Deansgate, will provide a home for the magnificent Althorp Library. The Manchester School of Art is a modern building in Cavendish Street, but the autumn art exhibitions are held at the Royal Institution. In Princess Street is the Technical School, which is now amalgamated with the new scheme of the Manchester Whitworth Institute, founded in 1885 by the trustees of the late Sir Joseph Whitworth with a view to encourage art and technical education. The Institute owns a picturesque tract of wooded park-lands in the Oxford Road, where high-class musical entertainments are provided for the people, and other developments of the scheme are in progress. Two other noteworthy buildings are the Manchester Athenæum, in Princess Street, and the Manchester Literary and Philosophical Society, in George Street. The chief of the many medical charities for which the city is remarkable is the Royal Infirmary, in Piccadilly.

Amongst the principal places for public entertainments and mammoth assemblies is the Free Trade Hall in Peter Street, a magnificent saloon which is estimated to accommodate an audience of



THE TOWN HALL, MANCHESTER.

(From a photograph by Messrs, Valentine & Sons, Dundee.)

six thousand persons. Not far distant are the headquarters of the Manchester Young Men's Christian Association, and those of the Young Women's Christian Association are at the Grosvenor Chambers, 16, Deansgate. The principal centres for the dramatic entertainments are the Prince's Theatre, the Theatre Royal in Peter Street, the St. James's Theatre in Oxford Street, and the Queen's Theatre in Bridge Street. Owing to active local enterprise both Manchester and Salford are well supplied with public parks and other places of outdoor recreation. The three chief pleasure grounds of Manchester are the picturesque Alexandra Park at Moss Side; the Queen's Park at Harpurhey, containing a corporation museum and an art gallery; and Philip's Park in the district of Bradford. The Whitworth Park, Cheetham Park, and Ardwick Green are charming open-air resorts, but of smaller area. In Salford are the beautifully-laid-out Peel Park, surrounding a well-stored museum and art gallery, the Albert Park, Seedley Park, and Ordsal Park, while another favourite spot is afforded by the breezy uplands of Kersal Moor, which furnished a site for a mediæval Cistercian nunnery. In the Chester Road of Old Trafford are the delightful grounds of the Royal Botanical and Horticultural Society, which cover a considerable area with ferneries, plant-houses, conservatories, and ornamental gardens. The celebrated Belle Vue Zoological Gardens and Park extend over an area of fifty acres, and contain a spacious lake.

The *Central Station* of Manchester, which is within three minutes of Albert Square, is one of the most important termini of the "*Midland*" system, being in direct connection with its popular main-line express services that run *via* the Peak of Derbyshire and the picturesque scenery of Matlock and the Derwent Valley to Derby, Nottingham, Leicester, and London (*St. Pancras Station*); also *via* Birmingham to Worcester, Cheltenham, Gloucester, and *via* Bath to Bournemouth, also to Bristol for the watering-places of Somerset, Devon, and Cornwall. A third route *via* Great Malvern also affords access to Hereford, Brecon, and Swansea. Passengers by the picturesque "*Midland Route*" to the Lake District and Scotland depart from the *Victoria Station*. (See page 243.) Local services from Manchester (*Central Station*) also afford the means of direct communication *via* Warrington with Southport and Liverpool; while the ancient city of Chester may also be reached *via* Knutsford. The *Central Station* is supplied with a letter-box, a telegraph office, a bookstall, and refreshment-rooms. The leading hotels are the "*Queen's*," the "*Grand*," the "*Victoria*," the "*Grosvenor*," the "*Palatine*," the "*Waterloo*," the "*Albion*," the "*Royal*," the "*Clarence*," and the "*Trevelyan Temperance Hotel*," (Population—Manchester and Salford—703,479. Manchester—505,343. Salford—198,136).

Before leaving Manchester we should notice three of the local services that depart from the *Central Station* for Liverpool, Southport, and Chester. The popular expresses that are employed on the first of these services convey passengers between Manchester and Liverpool within forty-five minutes. The stations passed *en route* are URMSTON, FLIXTON, IRLAM AND CADISHEAD, GLAZE BROOK and PADGATE, ere the expresses pause at WARRINGTON (*Central Station*). Another section of the journey lies through SANKEY, FARNWORTH, HOUGH GREEN, and HALEWOOD. Shortly after passing the latter township the Southport trains diverge northward, for BIRKDALE (*Palace Station*), and SOUTHPORT (*Lord Street*). The Liverpool expresses pursue their journeys by Hunt's Cross, GARSTON, CRESSINGTON AND GRASSENDAL, MERSEY ROAD, OTTERSPOOL, ST. MICHAEL'S, and ST. JAMES'S to LIVERPOOL (*Central Station*). The Knutsford, Northwich, and Chester trains after leaving MANCHESTER (*Central Station*) proceed by OLD TRAFFORD, SALE, BROOKLANDS, and TIMPERLEY to ALTRINCHAM AND BOWDON, a favourite residential district, and thence run through PEEL CAUSEWAY, ASHLEY, and MOBBERLEY to KNUTSFORD, and *via* PLUMBLY and LOSTOCK GRALAM to NORTHWICH. Several trains make this station their terminal point, while others proceed by way of HARTFORD AND GREENBANK, CUDDINGTON for WHITEGATE and WINSFORD; DELAMERE, MOULDSWORTH, BARROW for Tarvin, and MICKLE TRAFFORD to CHESTER (*Northgate Station*). Frequent short services also run from MANCHESTER (*Central Station*), through CHORLTON-CUM-HAEDY, WITHINGTON AND ALBERT PARK, DIDSBURY, and HEATON MERSEY, to STOCKPORT (*Teviot Dale*).

Daily Press—*Manchester Courier*, 1825; *Manchester Examiner and Times*, 1846; *Manchester Evening Mail*, 1874; *Manchester Evening News*, 1868; *Manchester Guardian*, 1821; *Sporting Chronicle*, 1871. Weekly—*Manchester City News*, 1864; *Manchester Courier*, 1825; *Manchester Weekly Times*, 1857; *South Manchester Chronicle*.

Returning to MARPLE, we now resume our journey from the South with the through carriages for Liverpool and Southport. After passing ROMILEY, and leaving the line to Manchester (*Victoria Station*) on our right, we cross the Etherow, and enter

STOCKPORT,

Teviot Dale Station

(For Knutsford, Northwich, Chester, Warrington, Southport, and Liverpool)

Fares from St. Pancras—1st, 24/2; 3rd, 15 1/3. Return—1st, 48 1/4; 3rd, 30 3/4.

182 miles from St. Pancras. This prosperous market town and busy centre of the hat and cotton manufactures is built on the

banks of the Mersey, which here flows through a deep ravine that divides the counties of Cheshire and Lancashire. Stockport is chiefly remarkable for an ancient parish church dedicated to St. Mary, and a foundation Grammar School. In St. Peter's Gate is the General Post Office. A corn market is held on Friday, and Thursday is an early-closing day. At the station are a letter-box and a bookstall. Frequent trains afford access to Manchester (*Central Station*) and Liverpool (*Central Station*), and these are supplemented by three short services that respectively communicate *via Reddish, Belle Vue, Ashburys, and Ardwick* with MANCHESTER (*London Road Station*); *via Woodley* with GODLEY; and *via Romiley* with MARPLE. Passengers by certain trains can here exchange carriages for the services that run to *Altrincham and Bowdon*, where they afford connections with the "*Cheshire Lines*" route to CHESTER (*Northgate Station*). The leading hotels of Stockport are the "*George*," the "*Buckley Vernon*," and the "*White Lion*." (*Population*—70,253.) Daily Press—*Cheshire Evening Echo*, 1883. Weekly—*Cheshire County News*, 1855; *Stockport Advertiser*, 1822; *Stockport Express*, 1889.

Travelling westwards, we presently notice the main route to Manchester (*Central Station*) bearing away on our right ere we cross the Mersey and run towards CHEADLE, and thence by NORTHENDEN and a prettily-timbered countryside to BAGULEY. A line that here bears away to the left is that which we have previously mentioned as affording access to ALTEINCHAM AND BOWDON, where passengers can join the trains that start from MANCHESTER (*Central Station*) for Knutsford, Northwich, and the ancient cathedral city of Chester. Still travelling westward, we hasten by WEST TIMPERLEY to PARTINGTON, and effect a junction with the main line that extends from Manchester to Liverpool ere we pass GLAZEBROOK. Here passengers who travel by stopping trains can alight for the services that afford the means of communication with the town of WIGAN. Across Risley Moss we now reach PADGATE, and then pause at

WARRINGTON.

Central Station

For Widnes and Southport),

For 450. St. Peter's—1st, 6.31; 2d, 10.11. Return—1st, 5.3; 2d, 9.2.

73½ miles from Derby. Warrington, a place of considerable antiquity on the banks of the Mersey, is principally noteworthy for its immense wire-drawing industry, extensive tanneries engaged in the preparation of the heavier classes of leather, and soap-works. It is remarkable that this ancient market town claims to have issued in

1756 the first newspaper published in Lancashire, to have witnessed the departure of the first stage-coach in England, and to have been the first municipality that was prepared to tax itself for the support of a free library. It was the birthplace of Mr. Henry Woods, A.R.A., an artist well-known for his studies of Venice. The Town Hall, a substantial classical mansion, is surrounded by an ornamental public park. In Bold Street is the Town Museum, comprising reference and lending libraries. Not far distant is the School of Art. The parish church of St. Elphin is a handsome Decorated Gothic pile. The Boteler Grammar School, a private foundation of 1526, occupies some good modern buildings that have been erected at School Brow. In Sankey Street is the General Post Office. A corn market is held on Wednesday, and Thursday is an early-closing day. Although the divergence of the branch lines to Widnes and Southport occurs farther westward, passengers usually exchange carriages at Warrington. A letter-box and a bookstall are at the *Central Station*. Hotels—the “Lion,” the “Patten Arms,” and the “Norton Arms.” (*Population*—52,742.) *Daily Press*—*Warrington Guardian*, 1853. *Weekly*—*Warrington Advertiser*, 1862; *Warrington Examiner*, 1869; *Warrington Guardian*, 1853; *Warrington Observer*, 1885.

Resuming our progress towards Liverpool, we soon clear SANKEY for *Penketh*, where a branch turns southward by TANHOUSE LANE to WIDNES (*Central Station*). We now successively run by FARNWORTH, HOUGH GREEN for *Dutton*, and HALEWOOD, ere the Southport section takes a north-westerly course *via* GATEACRE, WEST DERBY, AINTREE, and Birkdale (*Palace Station*) to

SOUTHPORT,

Lord Street Station,

Fares from St. Pancras—1st, 29/3; 3rd, 17/7.	Return—1st, 57/6; 3rd, 34/10.
“ “ Glasgow— “ 33/6; “ 15/-.	“ “ 55/-; “ 30/-.
“ “ Edinburgh— “ 34/9; “ 17/14.	“ “ 59/10; “ 32/1.

235 $\frac{3}{4}$ miles from St. Pancras, 241 from Bristol, 245 from Glasgow, and 227 $\frac{3}{4}$ from Edinburgh. The attractions of Southport, with those of its charming suburb Birkdale, deserve to be known far and wide. For well-kept promenades, marine parks and lakes; for handsome tree-lined thoroughfares, ornamental gardens, and well-built villa residences; also for a lengthy pier and a wide expanse of sand, Southport may very justly be described as foremost among the fashionable watering-places of Lancashire. It is likewise fortunate in the possession of two seasons; for while the town is particularly a wintering residence, on account of its mild and equable climatic advantages, it is also unrivalled as a family holiday resort during the months of summer. The asphalted promenade, nearly three miles in length, adjoins the prettily-laid-out marine parks, with

their flower-beds, shrubberies, shelters and seats close to the sands. One of its chief attractions is found in the safe boating upon the marine lakes, together covering an area of more than forty acres.

The principal thoroughfare is Lord Street, a handsome boulevard, wherein are some of the principal business establishments. Here are to be found the Town Hall, the Cambridge Hall and Art Gallery, the Free Library, the Victoria Science and Art Schools, and the Post Office. Nearer to the railway station are the Winter Gardens and the handsome Opera House. The Hesketh Park and the Botanic Gardens are charmingly-laid-out grounds covering a very large acreage, and affording much enjoyment for visitors. Places of worship, representing those of nearly every denomination, are numerous. Southport possesses some excellent private schools.

The town is highly recommended by members of the medical profession, who send thither many who need the recuperation to be found in pure sea air. Southport is noteworthy for some good hydropathic establishments, chief amongst which is "Sunnyside"—a modern, well-situated, and handsome building which is close to the lakes. It is well spoken of by visitors, whose increasing patronage has demanded its enlargement—a satisfactory testimonial for its management and comfort. Another popular establishment is "The Limes," and a third is to be found in "Smedley's," a fine building situated in Birkdale, which may now be spoken of as a part of Southport. The chief hotels are the "Victoria," the "Prince of Wales," the "Palace," an imposing and well-ordered hotel close to Birkdale station, the "Royal," the "Queen's," the "Bold Arms," and the "Scarisbrick."

The station owns a bookstall and refreshment-rooms. (*Population* — 43,026.) Press — *Southport Guardian*, 1882; *Southport Standard*, 1863; *Southport Visitor*, 1844.

(For an additional illustration of Southport, see *Panoramic Map*, page 260.)



LORD STREET, SOUTHPORT.

Having left the line to Southport on our right, the "Liverpool

Express" now moves forward by HUNT'S CROSS to GARSTON, perhaps best known for its dock system. Thence we hasten by CRESSINGTON AND GRASSENDALE, MERSEY ROAD, and OTTERPOOL to ST. MICHAEL'S, whence we run through ST. JAMES'S to

LIVERPOOL.

Central Station

(For Birkenhead, Dublin, Belfast, Dundalk, and the Isle of Man; also for the Ocean Services to New York, Boston, Halifax, and Quebec).

Fares from St. Pancras—1st, 29/-; 3rd, 16/6. Return—1st, 58/-; 3rd, 33/-.
 " " Bristol— " 34/7; " 13/0 " " 40/2; " 27/6.



ARMS OF LIVERPOOL.

220½ miles from St. Pancras, 170½ from Bedford, 121 from Leicester, 107½ from Nottingham, 304½ from Bournemouth, 225½ from Bristol *via* Birmingham, 91½ from Derby, 136 from Carlisle, and 251½ from Glasgow; also, *via* the Forth Bridge, 234½ from Edinburgh, 293½ from Dundee, 364½ from Aberdeen, 282 from Perth, and 426 from Inverness. This great Atlantic seaport, which is so familiar to travellers

passing between Europe and America, covers an extensive site on the Lancashire bank of the Mersey estuary, here some three-quarters of a mile in width. Its principal means of communication with the Cheshire shore is afforded by the steam ferries that pass every few minutes between Liverpool and Birkenhead. These boats and other local ferries depart from the floating landing-stage, a gigantic marine platform over 2,000 feet in length, which is also utilised by the Channel steamers that sail hence for the Isle of Man, also to Belfast and other ports of Ireland. It is likewise a familiar place of embarkation for the tenders that convey passengers to such of the larger American liners as are anchored in the river. The imports are chiefly remarkable for their vast tonnages of grain, flour, timber, meat, bacon, general food-products, and tobacco; while cotton fabrics and other British manufactures furnish the larger proportion of the export trade. The docks in Liverpool and Birkenhead, owned by the Mersey Docks and Harbour Board, afford a total water-area of 545 acres, and represent 35 miles of quayage. The Lancashire bank of the river has a lineal dock frontage of some six miles, mostly bordered by huge blocks of warehouses and vast loading-yards which, by means of the "Midland Railway" and other traffic corporations, are connected with all parts of the United Kingdom. One of the best

means of gaining a view of the docks is to travel by the electric cars of the "*Liverpool Overhead Railway*," which extends for six and a half miles from the Herculaneum to the Alexandra Dock.

Liverpool does not appear to have figured in history before the Norman Conquest, when its site was bestowed upon Roger de Poitiers, and subsequently passed to an ancestor of the Molyneuxs. Its earliest charter was granted by King John, and at the close of the fourteenth century it was empowered to send two representatives to Parliament. During the Civil War between the King and the Parliament the town suffered severely. Undoubtedly its first decisive step towards commercial success was taken in 1699, the year that witnessed the construction of the "Old Dock." This proved to be the precursor of the forty-eight huge stone-built basins that now form the nucleus for the operations that are associated with Liverpool's extensive maritime interests. With the introduction of the national railway system and the institution of regular steam traffic between England and America, Liverpool was finally and fairly launched upon a course of mercantile prosperity.

Many have been the men and the women whose lives, in one field or another, have redounded to the credit of their native Liverpool. Amongst those whose names have thus been associated with the city we may number the late William Roscoe (d. 1831), a brilliant biographer and one of the fathers of the Liverpool Royal Institution; Arthur Hugh Clough (d. 1861), the gifted poet and essayist, and his revered sister, the late Miss Clough (d. 1892), for many years the beloved principal of Newnham College, Cambridge; and the graceful lyrical writer, Mrs. Felicia Hemans (d. 1835). William Stanley Jevons (d. 1882), who was best known for his thoughtful "*Principles of Science*" and "*Theory of Political Economy*"; the great American chemist, Dr. John W. Draper (d. 1882); William Ewart (d. 1869), a Liberal politician who carried the Act which provided for the foundation of free public libraries; Dr. J. B. Lightfoot, the late learned and distinguished Bishop of Durham (d. 1889); Colonel Philip Meadows (d. 1876), an Oriental novelist and Indian administrator; and Edward Askew Sotherton (d. 1881), the actor who so cleverly impersonated "Lord Dundreary," were also natives of Lancashire's maritime capital. It would be impossible to mention a tithe of the Liverpool men who are before the public of to-day, but we may record the fact that the veteran statesman, the Right Hon. W. E. Gladstone, was born on the 29th of December, 1809, in a residence still remaining in Rodney Street; also that the Right Rev. William Boyd-Carpenter, D.D., D.C.L., the popular Bishop of Ripon; one of our most celebrated architects, Mr. Alfred Waterhouse, R.A.; a master of landscape, Mr. Alfred W. Hunt M.A., R.W.S.; and Sir Dyce Duckworth, M.D., the famous physician, first saw the light

THE PENNSYLVANIA RAILROAD.

(See also annexed page.)

NEW YORK AND PHILADELPHIA TO THE WEST AND THE SOUTH.

Route to the WEST, over the ALLEGHENIES, renowned for grandeur and beauty, and including the famous Horseshoe Curve.



THE "PENNSYLVANIA LIMITED," AT TOP SPEED.

THE STANDARD RAILROAD OF AMERICA

offers to passengers the maximum of SAFETY, SPEED, AND COMFORT.

FREQUENT luxuriously-fitted and rapid expresses run by the **SHORTEST ROUTE** from **NEW YORK, PHILADELPHIA, BALTIMORE AND WASHINGTON, TO PITTSBURG, CINCINNATI, CLEVELAND, LOUISVILLE, CHICAGO, ST. LOUIS, AND ALL PARTS OF CALIFORNIA, FLORIDA AND MEXICO.**

For Map, Time-Tables, and information, address **JAMES L. TAYLOR**, General European Passenger Agent, 18, Cockspur Street, London, S.W.; **SAMUEL CARPENTER**, Eastern Passenger Agent, 1196, Broadway, New York; **J. R. WOOD**, General Passenger Agent, Philadelphia.



THE DRAWING ROOM CAR OF THE "PENNSYLVANIA LIMITED."



THE LIBERTY STATUE, NEW YORK.

THE PENNSYLVANIA RAILROAD.

Shortest Routes to
Chicago, St. Louis,
Cincinnati and the
West.

(See also annexed page.)

THE passenger services of the "Pennsylvania" are conducted upon the most liberal principles, and as a result its expresses between New York, Philadelphia, Washington, and Chicago, appear to have attained the acme of luxurious comfort. These trains include the famous "PENNSYLVANIA LIMITED," the "COLUMBIAN EXPRESS," the "WESTERN EXPRESS," and the "PACIFIC EXPRESS." The "PENNSYLVANIA LIMITED" is a palatial train with magnificently-fitted vestibule Drawing-room, State-room, and Sleeping-saloons, also Dining, Observation, Library, and Smoking cars. Amongst the unique features of this superb express, which is heated by steam and illuminated by electricity, are bath-rooms for ladies and gentlemen, lavatories supplied with hot and cold water, and a barber's shop; while, in addition to the general service of the cars, uniformed waiting-maids attend on the ladies, and gentlemen have at their command a stenographer and typewriter. The New York and Philadelphia Stock Exchange and weather reports are received by telegraph, and are posted on the bulletin boards three times daily. Passengers from

New York join the "Pennsylvania" expresses at the handsome station of *Debrosses Street*.

THE CAPITOL, WASHINGTON.



MAPS, Time-Tables, and information respecting the Pennsylvania Railroad and its associated express services for the West or the South can be obtained of Mr. JAMES L. TAYLOR, General European Passenger Agent, 18, Cockspur Street, London, S.W.



"THE HORSE-SHOE CURVE IN THE ALLEGHENIES, ON THE ROUTE OF THE "PENNSYLVANIA LIMITED."

For the Railroad Services of the United States, see Map, page 408.

in Liverpool. Here too, Mr. Charles Santley, the baritone singer, and Mr. Walter Crane, the artist, likewise spent their boyhood.

The *Central Station* of the "*Midland*" system will be found in Ranelagh Street, a short but important thoroughfare within a minute's walk of Ranelagh Place, where stands the imposing "*Adelphi Hotel*." This well-known, commodious, and admirably-appointed building has recently been acquired by the "*Midland Railway*." Under the experienced direction of Mr. William Towle, the manager of the company's hotels and refreshment-rooms, the whole of the interior has been redecorated and elaborately yet comfortably furnished; while hydraulic lifts, an installation of the electric light, the telephone, and other modern appliances are now placed at the disposal of visitors. In passing we may remark that the magnificent *Louis XV. salon*, the drawing-room, the coffee-room, and the smoke-room are amongst the more attractive apartments which will at once commend themselves to the notice of British and American tourists who may be seeking the comforts of a refined and luxuriant home.

Perhaps the most attractive mode of viewing the principal thoroughfares and public buildings of the city *en route* to and from the *Landing Stage* will be to turn to the left when leaving the *Central Station*. We shall thus enter Church Street, which takes its name from the old parish church of St. Peter, now the pro-cathedral of the diocese of Liverpool, standing within ornamental gardens on our left, opposite to the "*Compton Hotel*." The present Bishop of Liverpool is the Right Rev. John Charles Ryle, D.D., a well-known leader of the Evangelicals. We then come to Lord Street, which has a slight ascent towards St. George's Crescent. While passing through Lord Street we may notice that South John Street extends on our left in the direction of Canning Place, where will be found the General Post Office, the Custom House, and the Sailors' Home. From St. George's Crescent we may now either enter St. James's Street, one of the many thoroughfares that communicate with Strand Street and the docks, or we can, by turning to the right through Castle Street, approach the Town Hall and the Exchange, with its spacious quadrangle known as "*The Flags*." Close at hand is Water Street, where are the headquarters of the "*Cunard Steamship Company*," the "*White Star Steamship Company*," and other well-known lines connected with the Atlantic services. The Corn Exchange, is in Brunswick Street. At the top of Water Street we may notice the long thoroughfare of Dale Street, an important roadway that traverses the higher and older portion of the city. Any of the streets on our left lead towards the *Exchange Station* of the "*Lancashire and Yorkshire Railway*," a centrally-situated terminus which is utilised for the departure of the popular "*Midland Expresses*"



ST. GEORGE'S HALL, LIVERPOOL.
(From a photograph by Messrs. Telford & Sons, Dundee.)

to Glasgow, Edinburgh, and the Highlands; and the Lake District; also to Barrow or Stranraer for Belfast and North Ireland. Here are a letter-box, a telegraph office, a bookstall, and refreshment-rooms.

Pursuing our course through Dale Street, where are the Conservative and the Reform club-houses, we shall presently pass the Municipal Offices on our right. In their rear is Victoria Street, where are the handsome Law Courts. Still bearing to the right, we shall soon cross the Old Haymarket and reach William Brown Street. Here will be found some of the finest public buildings which have been erected either by private beneficence or through the enterprise of the Corporation now presided over by the Lord Mayor of Liverpool. The first large building on our left is the Free Public Library and Museum, erected at a cost of £40,000 by the late Sir William Brown, with a view to provide accommodation for the valuable collections bequeathed to the city by the thirteenth Earl of Derby, which, with the Mayer collection of antiquities and other curiosities, are now placed in the west wing, appropriated to the Derby Museum. Various art collections and statuary occupy the central hall, and the east wing is devoted to the Free Library. The succeeding circular structure is known as the Picton Reading Room, a Corinthian composition named after the late Sir James A. Picton, formerly a prominent member of the Corporation. A third imposing pile that is peculiarly identified with the art-world of Liverpool is the Walker Art Gallery, a building of considerable merit, which was presented to the city by the late Sir A. B. Walker. The galleries are certainly remarkable for the extent and value of their collections, which, with examples by the older masters, embrace many of the finest paintings that have been produced by the modern English School. In order to avoid disappointment, we should perhaps remark that the museums and art galleries are closed on Fridays, but on other weekdays are freely accessible to the public. In the immediate vicinity of the Walker Gallery is the County Sessions House, and in the open space that skirts St. George's Square rises the lofty Doric column of the Wellington Monument. One of the most imposing buildings of Liverpool is the St. George's Hall and Assize Courts, a Classical design, chiefly of the Corinthian order. Its chief apartment is a magnificent saloon capable of seating 2,500 persons, and noteworthy for its marble statuary, representing the late Sir Robert Peel, the Right Hon. W. E. Gladstone, and six other worthies who have thus been honoured by Liverpool. The Crown Court, the Nisi Prius Court, the Law Library, and the Concert Room are other important sections of the building. Upon the piazza that affords a grand approach to the building are equestrian statues of the Queen and the late Prince Consort, also a central bronze statue that commemorates the Earl of Beaconsfield.

Although the foregoing circular tour has been suggested as a convenient route for visitors who wish with the least possible expenditure of time to view the town of Liverpool, several buildings and spots of interest lie beyond the radius indicated. Thus, a short walk up Brownlow Hill, or through Mount Pleasant, two thoroughfares that lead from the Adelphi Hotel, will bring us to the fine buildings of the University College, covering an area of some four acres and comprising ample accommodation for the medical, chemical, engineering, and other departments connected with the collegiate course. The Walker Engineering Laboratories and other buildings have been designed by Mr. Alfred Waterhouse, R.A. One of the most imposing features of the college is the new Victoria Building, comprising with other collegiate apartments the splendid library presented by Mr. Henry Tate. In the same neighbourhood, at Mount Pleasant, is the Young Men's Christian Association. One of the chief educational centres of the city is Liverpool College, a modern structure of the Perpendicular style, situated in Shaw Street. The principal is the Rev. Frank Dyson, M.A. In Grove Street is the Liverpool College for Girls. The Liverpool Institute, in Mount Street, is a seat of middle-class education.

Other well-known centres for the study of art, science, and literature, are the Government School of Art in Mount Street, and the Permanent Gallery of Art in Colquitt Street, where also is the Liverpool Royal Institution. The Lyceum, owning a library of 80,000 volumes, is in Bold Street, not far distant from the building in Church Street that is occupied by the Liverpool Athenæum. The chief centres for assemblies are the Philharmonic Hall, the Wellington Rooms, and St. James's Hall. In Brownlow Street is the Royal Infirmary. Amongst the principal public resorts for outdoor recreation are the beautiful Sefton Park, Princes Park, Stanley Park, Newsham Park, Shiel Park, and Wavertree Park. In Edge Lane are the attractive Botanic Gardens.

Amongst the principal hotels of Liverpool are the "Adelphi," which is under the management of the "*Midland Railway Company*"; the "Compton," the "Grand," the "Imperial," and the "Alexandra"; also the "Shaftesbury" and "Lawrence's," two well-known temperance hotels. (*Population*—517,951.)

Daily Press—*Journal of Commerce*, 1861; *Liverpool Daily Courier*, 1808; *Liverpool Daily Post*, 1855; *Liverpool Echo*; *Liverpool Evening Express*, 1870; *Liverpool Evening Times*, 1883; *Liverpool Mercury*, 1811; *Liverpool Shipping Telegraph*, 1826. Weekly—*Liverpool Courier*, 1808; *Liverpool Mercury*, 1811; *Liverpool Review*, 1868; *Liverpool Weekly Post*, 1878.

(For information respecting the traffic between Great Britain and the United States, see Map of the Direct route between Continental Europe, Great Britain, and America, page 406.)

SOUTHPORT.



THE LAKE AND PROMENADE EXTENSION, SOUTHPORT.
("SUNNYSIDE" IS CLOSE TO THE LAKE.)

"WHERE TO STAY." "SUNNYSIDE" HYDRO'.

PROMENADE EXTENSION.
PHYSICIAN — DR. BARNARDO.

"SUNNYSIDE" offers all the substantial comforts of a refined home. The House contains handsome Drawing, Dining, Reading, Billiard, Smoke and Recreation Rooms, excellent Bedrooms (some on the ground floor), Private Sitting Rooms, and Bath Rooms.



"SUNNYSIDE," A SUMMER AND WINTER RESIDENCE.

THE A TTRACTIONS OF SOUTHPORT, AND WHERE TO STAY.

WITH a salubrious climate, equable temperature, south-westerly winds, a favoured aspect, and unquestionable sanitary arrangements, Southport enjoys an enviable reputation as a Health Resort. Its attractions deserve to be better known. The sands and promenades are extensive, the park and streets well kept. It stands foremost among northern sea-side places.

HIGHLY RECOMMENDED.

One of the handsomest blocks of buildings, centrally situated in the best part of SOUTHPORT.

FINE SEA VIEW.
NEAR THE PARK, TRAINS,
PIER, AND GOLF LINKS.

A COMPLETE SET
OF TURKISH
AND OTHER BATHS.

THE TERMS ARE MODERATE.

During the Summer
(June, July, August)
10 % less than Tariff.

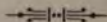
JOHN BOOCOCK, PROPRIETOR.

For Southport, see page 253.



FREQUENT
FAST TRAINS TO
CHELTENHAM
FROM ALL PARTS
OF THE COUNTRY.

THE ATTRactions OF CHELTENHAM, "THE GARDEN TOWN OF ENGLAND."



SITUATION AND APPEARANCE. Cheltenham is charmingly situated in the Vale of the Severn. Unique in its verdant beauty—its main thoroughfares being planted with trees—it has gained the distinctive title of "The Garden Town of England," while its contiguity to the broad plateau of the Cotswolds makes the surrounding scenery diversified and picturesque.

AS A HEALTH RESORT. As a Health Resort the town stands in the front rank. Dr. Robson Roose, in a recent report upon it, writes:—"Cheltenham has other attractions besides its baths; its climate is mild and equable; it is cooler in summer and warmer in winter than many other places in the neighbourhood; the amount of sickness and the death-rate in the town are decidedly low; and the surrounding country is pleasant and pretty." Of its mineral springs the same eminent authority says:—"Cheltenham is remarkable for the number of its springs, and for the differences in the composition of the waters which they yield. . . . The springs are, so to speak, supplementary of each other; a course of one kind of water can be easily followed by the trial of another."

AN EDUCATIONAL CENTRE. The educational advantages of the town are great. Cheltenham College has a world-wide reputation. The President is Sir Henry James, Q.C., M.P., an Old Cheltonian, and the principal is the Very Rev. H. A. James, B.D., late Dean of St. Asaph. The Ladies' College, presided over by Miss Beale, is acknowledged to rank in the foremost place among similar institutions in the country.

AS A RESIDENTIAL TOWN. Rents and local rates are low. There are fine public spaces and gardens. The Pittville and Montpellier Gardens, large ornamental estates, have recently been acquired by the Corporation, and the town has now also obtained rights over Cleve Hill Common, a breezy down of 2,200 acres, in the vicinity. In the winter there is a succession of fashionable entertainments, balls, &c.

AS A HUNTING CENTRE. Cheltenham is the headquarters of the Cotswold Hunt; packs of Harriers meet in the vicinity, and seven Hunts are within easy reach. The Cotswold country now includes a large vale district.

HOW TO REACH CHELTENHAM. Cheltenham is one of the principal towns upon the Midland Railway, and is situated midway between Bristol and Birmingham upon the main north to west lines. It is the only stopping-place for fast trains between the two stations named. It is also reached by the Midland and South Western Junction Railway. Cheltenham is about three hours' journey from London by Great Western Railway, *via* Oxford or Swindon.

FOR FURTHER INFORMATION AND ILLUSTRATIONS, REFER TO PAGES 330 AND 345.

For Cheltenham, see page 344.

THE LEEDS, BRADFORD, AND YORKSHIRE EXPRESSES.

SECTION IV.—LONDON (*St. Pancras*), BEDFORD, NORTHAMPTON, KETTERING, OAKHAM, MELTON MOWBRAY, AND NOTTINGHAM FOR SOUTHWELL, NEWARK, LINCOLN, MANSFIELD, AND WORKSOP; CHESTERFIELD, STAVELEY, SHEFFIELD FOR YORK, SCARBOROUGH, WHITBY, DURHAM, SUNDERLAND, AND NEWCASTLE-UPON-TYNE; ROTHERHAM, CUDWORTH, BARNSLEY, NORMANTON, WAKEFIELD FOR HUDDERSFIELD, LEEDS FOR ILKLEY, BOLTON ABBEY, OTLEY, AND HARROGATE; BRADFORD, KEIGHLEY FOR OXENHOPE, SKIPTON, AND COLNE: ALSO FROM PLYMOUTH, EXETER, BRISTOL, BOURNEMOUTH, BATH, CARDIFF, NEWPORT, GLOUCESTER, CHELTENHAM, SWANSEA, BRECON, HEREFORD, MALVERN, WORCESTER, BIRMINGHAM (*New Street*), WOLVERHAMPTON, WALSALL, TAMWORTH, BURTON-UPON-TRENT, AND DERBY TO SHEFFIELD, ROTHERHAM, DONCASTER, HULL (*via* SWINTON *or via* CUDWORTH), PONTEFRAC, YORK, SCARBOROUGH, DARLINGTON, DURHAM, SUNDERLAND, AND NEWCASTLE-UPON-TYNE; ALSO *via* NORMANTON TO LEEDS, ILKLEY, OTLEY, HARROGATE, BRADFORD, KEIGHLEY, AND OTHER STATIONS IN YORKSHIRE.

YORKSHIRE, well known for its busy manufacturing cities, salubrious watering-places, inland health resorts, and broad tracts of breezy moorlands, is, by means of the "*Midland Railway*," brought into direct and rapid connection with all parts of Great Britain and North Ireland. The East Riding, the North Riding, and the West Riding of Yorkshire, unitedly extending over 3,821,851 acres, an area not far short of that covered by the entire Principality of Wales, contained in 1891 an aggregate population of 3,208,813 persons. With its sister-county

Lancashire, it shares in the traffic advantages conferred by the two distinct main lines of the "*Midland Railway*," which respectively emanate from the South and the West of England. Such large and important populations as those of the metropolises, Nottingham, Leicester, Birmingham, Bristol, Exeter, Plymouth, Bath, and the attractive watering-place of Bournemouth, are thus intimately linked with Sheffield, Hull, York, Leeds, Bradford, the celebrated sanatorium of Harrogate, and other populous centres of Yorkshire. Beyond York the "*North Eastern Railway*" supplies additional facilities for reaching Bridlington, Scarborough, Whitby, Saltburn, and Redcar; also for Darlington, Durham, Sunderland, Newcastle-upon-Tyne, and the chief towns in the North of England. Through carriages run daily between Bristol and Newcastle-upon-Tyne, and during the summer season to Scarborough. By means of these excellent express services the "*Midland*" and the "*North Eastern*" systems, unitedly covering some 3,500 miles, are brought into intimate working relations.

The "*North Expresses*" to Sheffield, Leeds, Bradford, and Yorkshire, after leaving London (*St. Pancras Station*) travel by way of Bedford and Wellingborough towards Kettering, where most of these trains pause for the convenience of passengers who have travelled thither from Newmarket, Cambridge, St. Ives, Huntingdon, and Northampton. Some two miles north of Kettering the Yorkshire trains leave the trunk road to Leicester on the left, and travel by the north-easterly main line through Manton; Oakham, the capital of Rutlandshire; and Melton Mowbray, the favourite centre for hunting men, to Nottingham, the metropolis of the lace and hosiery industries. Here the expresses receive accessions of travellers from the Lincoln, Newark, Southwell, Worksop, and Mansfield branches. Having near Ilkeston rejoined the through route between Leicester and the North, the expresses travel through Chesterfield to Sheffield. They then come to Swinton, whence a line communicates with Doncaster. The main route to Darlington, Durham, and Newcastle-upon-Tyne also extends from a junction near Swinton towards Pontefract and York. A connection with the "*North Eastern Railway*" at Milford Junction affords a direct route to Hull, while a second direct route to this great seaport of Yorkshire is provided by the metals of the "*Hull, Barnsley, and West Riding Railway*" that extend eastward from Cudworth Junction. At Normanton passengers may exchange for the city of Wakefield, also for the "*Lancashire and Yorkshire*" services to Huddersfield. The usual termini of the Yorkshire expresses are the great woollen and worsted centres of Leeds and Bradford. Amongst the other towns and tourist centres to which they afford access are Keighley, Skipton, Otley, Harrogate, Ilkley, and Bolton Abbey.

TRAVELLING from LONDON (*St. Pancras*) by the "Midland North Express," that runs through KENTISH TOWN, ST. ALBANS, LUTON, BEDFORD, KETTERING, OAKHAM, MELTON MOWBRAY, NOTTINGHAM, and CHESTERFIELD to SHEFFIELD, we shall thus far have travelled over the route followed by those "Scotch Expresses" that run *via* Kettering and Nottingham. (See pages 112 to 132.) Passengers for Yorkshire from BOURNEMOUTH, BATH, and BRISTOL also reach the same point by way of GLOUCESTER, CHELTENHAM, WORCESTER, BIRMINGHAM (*New Street Station*), BURTON-UPON-TRENT, DERBY, AMBERGATE, and CHESTERFIELD. Speaking generally, the Yorkshire services from Sheffield may naturally be classified into three subsidiary sections—the first represented by those trains that, *via* Doncaster, Milford Junction, or Cudworth, cross the East Riding *en route* to Hull; the second dealing with the North Riding, Durham, and Newcastle-upon-Tyne expresses, which travel *via* York; and the third represented by the fast trains to Leeds, Bradford, and the West Riding, that find their terminal point at Skipton. Many of these services also afford direct connections with the branches that diverge from the main lines, but passengers for these destinations may find it needful to exchange carriages at Sheffield.

After leaving SHEFFIELD we rapidly advance northwards by way of ATTECLIFFE ROAD, BRIGHTSIDE, WINCOBANK, and HOLMES to MASBOROUGH. The next stations *en route* are PARK GATE AND RAWMARSH and KILNHURST, which are succeeded by SWINTON. Here passengers by certain trains from Sheffield diverge to the right and travel through MEXBOROUGH to CONISBOROUGH, chiefly of interest for the ruins of its stately Norman castle, one of the scenes interwoven by Sir Walter Scott with his romance of "*Ivanhoe*." A few miles westward is

DONCASTER

(*For Goole, Hull, Beverley, Bridlington, and the East Coast*),

Fares from Bristol— 1st, 25/5; 3rd, 15/4. Return—1st, 50/10; 3rd, 30/8.
 " " Birmingham— " 13/-; " 7/8. " " 25/7; " 15/4.

18½ miles from Sheffield. Doncaster is a market town of considerable antiquity standing on the southern bank of the Don. Its chief architectural features are the magnificent Gothic parish church dedicated to St. George; the modern buildings of Doncaster Grammar School, a foundation of the sixteenth century; the Yorkshire Institution for the Deaf and Dumb; the Mansion House, an imposing residence of the chief magistrate; the Free Library and School of Art; the Town Hall; and the handsome Corn Exchange, where a weekly market is held on Saturday. Wednesday is an early-closing day. Important wool fairs are held during June.

August, September, and October. As a racing resort, Doncaster is celebrated for its Spring Meeting, the Hunt Meeting, and the Autumn Meeting in September, which is signalised by the running of the St. Leger, one of the chief events of the sporting year. In Prior Place is the General Post Office. Mrs. Bancroft, a gifted actress, Professor William Bright, and the late Rev. Wm. Morley Punshon, LL.D., may be numbered amongst the natives of Doncaster. At the station are a letter-box, a telegraph-office, bookstalls, and refreshment-rooms. Hotels—"The Angel and Royal," and the "Elephant and Reindeer." (*Population*—25,936.) Press—*Doncaster Chronicle*, 1836; *Doncaster Gazette*, 1786.

Returning to SWINTON, we will now travel over the main line that diverges in a north-easterly direction towards York and New-castle-upon-Tyne—a course followed by the through carriages that start from Bournemouth, Bath, Bristol, and Birmingham. After crossing the Dearne, we clear BOLTON-UPON-DEARNE station, which is succeeded by FRICKLEY and MOORTHORPE. We then pass over the Went, and come to ACKWORTH, which for more than a century has been familiar to members of the Society of Friends as the seat of Ackworth School, a superior educational centre founded in 1777 by Dr. John Fothergill, a benevolent physician and botanist. Here were educated the late Rt. Hon. John Bright (d. 1889) and many other distinguished members of the society. We then pause at

PONTEFRACT,

Fares from St. Pancras—1st, 24/3; 3rd, 14/3. Return—1st, 48/6; 3rd, 28/7.
 " " Bristol— " 26/3; " 16/-. " " 32/6; " 32/-.

183½ miles from St. Pancras and 195½ from Bristol. The ancient town of Pontefract was in bygone centuries the seat of a Norman castle. Here, in 1322, Thomas Earl of Leicester was beheaded within the courtyard of his own stronghold. At the close of the same century the unfortunate monarch Richard II. became a prisoner within its dungeons; and still later Earl Rivers was at Pontefract summarily executed at the behest of the third Richard. In 1538 the castle was held by Robert Aske, who led the seditious Pilgrimage of Grace; and during the civil strife of the seventeenth century the grey pile was more than once besieged and taken by the one or the other of the contending forces. Its majestic ruins are now surrounded by attractive public gardens which are controlled by the Corporation. Two parish churches; several chapels; the King's School, founded in 1548 by Edward VI.; a Town Hall; and a Market Hall, where a market is held on Saturday, are the chief buildings of the town. Pontefract Park is a finely-timbered public pleasure ground. The General Post Office is in the Market Place. During the summer months Thursday is an early-closing

day. The leading hotels are the "Red Lion" and the "Elephant." (*Population*—9,702.) Press—*Pontefract Advertiser*, 1854; *Pontefract Express*, 1880; *Pontefract Telegraph*, 1857.

Still travelling northwards, we run by FERRYBRIDGE, and presently see on our left the charming grounds of Fryston Hall, described, in 1841, by Carlyle as "a large, irregular pile of various ages, rising up among ragged old woods in the rough, large park, also all sprinkled with trees, grazed by sheep and horses; a park chiefly beautiful because it did not set up for beauty." It was the favourite ancestral home of that genial peer whose life-story has been told so well by Mr. T. Wemyss Reid in "*The Life, Letters, and Friendships of Richard Monckton Milnes, First Lord Houghton*." Within another three miles we run by BURTON SALMON, and then pause at MILFORD JUNCTION, where passengers can exchange carriages for the trains that, *via* SELBY and MARKET WEIGHTON, afford access to the favourite watering-place of BRIDLINGTON. It is also the point of exchange for the through "*North Eastern*" trains that travel *via* Selby, famous for its grand Norman abbey church; *Howden*, also noteworthy for its magnificent parish church; *Brough*, *Ferriby*, and *Hessle*, to HULL, the great seaport for the Baltic and European trade. At Hull passengers can also join the branch trains that respectively serve *Withernsea*; *Hornsea*; *Beverley*, the site of a grand old Gothic minster; and *Bridlington*. After departing from Milford Junction our express now speeds by SHERBURN, CHURCH FENTON, ULLESKELF, BOLTON PERCY, and COPMANTHORPE, ere it approaches

YORK

(*For Scarborough, Whitby, Filey, and Bridlington; Middlesborough, Redcar, and Saltburn; Stockton and the Hartlepoons; Darlington and Durham, for Sunderland and South Shields; also for Newcastle-on-Tyne, North Shields, Tynemouth, and Berwick-upon-Tweed*),

Fares from Bournemouth—1st,	42/7;	3rd,	23/7½.	Return—1st,	80/8;	3rd,	47/3.
" Bath—	29/1;	"	17/8.	"	58/2;	"	35/4.
" Bristol—	28/5;	"	17/5½.	"	56/10;	"	34/7.
" Birmingham—	16/10;	"	10/1.	"	36/5;	"	20/2.



ARMS OF YORK.

296 miles from Bournemouth, 221½ from Bath, 216½ from Bristol, 179½ from Gloucester, 173½ from Cheltenham, 259½ from Swansea, 151½ from Worcester, 125 from Birmingham, 82½ from Derby, 46½ from Sheffield, 42 from Scarborough, and 83½ from Newcastle-on-Tyne. For nearly two thousand years the city of York has been associated with the history of England. The Roman "*Eboracum*," which arose upon the site of a British settlement known as

"*Evrawe*," became the capital of the imperial province of Britain and

the headquarters of the Sixth Legion engaged in the subjugation of the Picts. In no other city of the province did the conquerors evince greater state or more clearly show the resources of their civilisation. We are told that "before the close of the Roman rule Eboracum covered the whole area of the modern city on either side of the Ouse, while beyond it lay suburbs a mile in length and roads lined with tombs." When the Roman forces were withdrawn from the province, its Romano-British residents lost the bulwark of their prosperity, and within a century were overpowered by the Engles of Deira. For a time Eboracum became a scene of desolation, but with the establishment of the Northumbrian kingdom it again assumed a position of importance, and under the rule of the powerful Eadwine witnessed that national recognition of the Christian religion which, in 682, was advocated by the apostolical Paulinus and accepted by the king. When the Saxon rulers were for a time replaced by kings of the Scandinavian races, York—known by the Danes as *Jordvik*—"contained some two thousand houses and about ten thousand inhabitants, a number far beyond that of any other English town save London." Time would fail were we to follow the many details connected with the subsequent story of the Yorkshire capital—its investment by the Normans; the great northern rebellion of 1068; the cruel retribution exacted by William the Conqueror; and the records of succeeding centuries when kings, prelates, nobles, and burghers in turn have contended for the mastery.

The walled city of York, with its quaint bars or gatehouses, its great cathedral dedicated to St. Peter, the grey Benedictine monastery and secular house of Austin canons, its massive Norman castle, numerous parish churches, old Guildhall, and tortuous, narrow thoroughfares lined by gabled dwellings, was a typical town of mediæval England. Amongst countless interesting episodes that have marked the course of its history, we may cite the nuptials of Edward III. with his Queen Philippa, celebrated in the winter of 1328; the visit of Richard II. in 1359, signalised by the bestowal of his sword and the title of "Lord Mayor" upon the chief magistrate and his successors in the mayoralty; the spring days of 1461, when Henry VI. and his Queen anxiously awaited tidings of the battle of Towton, that was to bring Edward of the White Rose in victory to the walls of York; and the subsequent coronations of Edward IV. and Richard III. in the Cathedral. At the time of the insurrectionary "Pilgrimage of Grace" in 1538, York was occupied by the adherents of Richard Aske. Little more than a century later, after the fateful battle of Marston Moor, the city, manned by Royalists and invested by Parliamentarians, endured a siege of four months, but capitulated on the 4th of July, 1644.

York will be remembered as the native city of John Flaxman,

R.A. (d. 1826), the sculptor, whose finest works may be seen in the Flaxman Gallery of University College; William Etty, R.A. (d. 1849), the painter; and Albert Moore, who ranks amongst the leading artists in water colours. William Parsons, third Earl of Rosse (d. 1867), the famous astronomer, who devised the costly Rosse telescope, and Dr. William Hepworth Thompson (d. 1886), Master of Trinity College, Cambridge, from 1866 to 1886, were also sons of the Yorkshire capital. It is likewise the birthplace of Professor Silvanus P. Thompson, Sir Joseph Barnby, a famous composer, and Mrs. Arthur Stannard, the gifted writer of military fiction, perhaps better known as "John Strange Winter."

Having thus briefly touched upon the history of York, it remains for us to visit the relics of bygone days that still abound within the precincts of the cathedral city. Leaving the railway station, and passing a marble statue of the late Mr. George Leeman, a former chairman of the "*North Eastern Railway*," we shall reach Lendal Bridge, that here spans the Ouse and leads towards Museum Street and Duncombe Street, the two thoroughfares that afford the most direct route to the magnificently-sculptured and recessed west front of York Minster. Before wending our way thither we will remark that the first street that extends on our right shortly after we have crossed the Ouse is Lendal, where is the General Post Office. Its continuation is afforded by Coney Street, noteworthy for the Mansion House, a residence of the Lord Mayor of York; also for the Guildhall, an interesting Perpendicular apartment of 1446, jointly erected by the Corporation and the Guild of St. Christopher. Still farther lies Spurriergate, through which we reach Clifford Street and the Castle, chiefly remarkable for Clifford's Tower.

To the left of Lendal Bridge, and within a short distance of the river, are the grounds and botanical gardens of the Yorkshire Philosophical Society. Its library, lecture-room, and apartments devoted to the geological, ornithological, and other collections which belong to the museum, are located in a classical building. But the features of greater interest to visitors will be the Multangular Tower and other portions of the original Roman wall, and the later Early English remains of St. Leonard's Hospital, probably founded by King Athelstan, and certainly rebuilt by Stephen; also the extensive and picturesque ruins of St. Mary's Benedictine Abbey. The present remains belong to the later pile completed by Abbot Warwick during the fourteenth century. The Hospitium, consisting of two storeys, respectively comprising a refectory and a dormitory for guests, is now used for the collections of British, Roman, and Saxon antiquities which have been discovered at York.

Having noted some of the attractions that may draw us aside on our road to York Minster, we will now pursue our course towards

assemblage of the choicest Perpendicular work, which, although of comparatively modern date, having been restored since the disastrous fire of 1829, is chiefly a reproduction of that which was thus destroyed. In the south transept of the choir may be seen the grand Perpendicular window, 72 feet in height, that is filled with glass depicting the story of St. Cuthbert of Durham, while in the north transept we shall find its sister-window with its richly-painted glass effulgent with scenes from the life of St. William of York. Lastly, in the Lady Chapel is the resplendent east window, 77 feet in height and 32 feet in breadth, a unique specimen of the Perpendicular period, in size only exceeded at Gloucester, and unique in its gleaming painted glass, that represents scenes from the Bible story from Genesis to the Revelations. Perhaps the chief glory of York Minster rests in its wonderful array of ancient glass, examples of art that took some four centuries to produce, and which was most probably spared during the Commonwealth era through the influence of the Fairfax family. It has been charmingly said by Mrs. M. G. van Rensselaer, in her delightful article on "*York Cathedral*," that "the west window, glazed about 1350, is a gorgeous mosaic of ruddy and purple hues, shining, in the intricate stone pattern which shows black against the light, like a million amethysts and rubies set in ebony lace. The colossal multi-coloured eastern window and the two of similar fashion in the minor transept are vast and fair enough for the walls of the New Jerusalem, and so, too, the exquisite sea-green 'Sisters'; while wherever we look in the delicately-constructed eastern limb it seems not as though walls had been pierced for windows, but as though radiant translucent screens—fragile, yet vital and well equal to their task—had been used to build a church, and were merely bound together with a network of solid stone." Ere leaving the huge fabric which enshrines so much that is beautiful in architecture and its kindred arts, we may visit the sculptured tombs that commemorate many archiepiscopal leaders of the province. The present Archbishop of York is the Right Hon. and Most Rev. William D. Maclagan, D.D., whose ecclesiastical jurisdiction extends over the dioceses of York, Durham, Newcastle-upon-Tyne, Carlisle, Chester, Sodor and Man, Liverpool, Manchester, Ripon, and Wakefield.

Before quitting York we may advise our readers to perambulate a portion of its walls and to view the ancient Bootham Bar, Monk Bar, Walmgate, Micklegate, and the quaint Fishergate postern. Amongst the principal educational centres of the city are the Royal School of St. Peter, founded in 1577 by Queen Mary, and situated in the suburb of Clifton; the Free Grammar School, established in 1545 by Archbishop Holgate, which owns modern buildings in the Lord Mayor's Walk; and the Wilberforce School for the



THE WEST FRONT, YORK CATHEDRAL.
(From a photograph by Messrs. Valentine & Sons, Dundee.)

the Midland Counties and SCARBOROUGH; also *via* MALTON to WHITBY for the coast line to SALTBURN and REDCAR. Beyond these two special services, "Midland" passengers from Bournemouth, Bath, Bristol, and the West, who arrive at York, are in a position to immediately avail themselves of connections with the trains of the "*North Eastern Railway*," a popular system that has its headquarters at York, controls an authorised capital of £59,834,554, and owns 1,615 miles of permanent way. *York Station* is an ornamental structure of iron and glass. A letter-box, a telegraph office, a bookstall, and refreshment-rooms, also a dining-room, will be found on the main platform. In the immediate vicinity is the commodious and well-appointed "*Royal Station Hotel*," which is under the management of the Company, and overlooks pleasantly-situated private grounds. Other leading hotels of the city are "*Matthew's Hotel*," the "*North Eastern*," the "*Black Swan*," and Harker's "*York Hotel*." (*Population*—66,984.)

Daily Press—*Yorkshire Chronicle*, 1867; *Yorkshire Herald*, 1874; *York Evening Press*, 1882. Weekly—*Yorkshire Chronicle*, 1867; *Yorkshire Gazette*, 1819; *Yorkshire Weekly Herald*, 1790.

Returning to SWINTON, we now resume our journey with the "*North Express*," that starts from *St. Pancras Station*. Seeing that we shall follow the route of the fast trains to Scotland, we must refer our readers to a preceding section (page 145) for details of the principal objects that are visible on our course northward, while we confine our present paragraphs to the chief towns that are more particularly associated with the expresses to Yorkshire. Having passed WATH AND BOLTON—which is succeeded by DARFIELD—we come to CUDWORTH, an important junction for the "*Hull, Barnsley and West Riding Railway*." Its trains for Hull travel in a north-easterly direction through *Hemsworth and South Kirby, Upton and North Elmsall, Kirk Smeaton, Carlton, and Drax*, to the market town of HOWDEN. Thence by way of *Eastrington, Sandholme, Newport, North Cave, South Cave, Little Weighton, Willerby and Kirk Ella*, they approach *Beverley Road and Cannon Street*—two stations serving the seaport of HULL. A short westward branch from Cudworth extends through MONK BRETTON to

BARNESLEY,

Fares from *St. Pancras*—1st, 23/6; 3rd, 14/6. Return—1st, 47/-; 3rd, 29/-.

181½ miles from *St. Pancras* and 193½ from *Bristol*. This ancient market town is an important colliery and engineering centre, also a prosperous seat of the linen manufacture. Amongst its principal buildings are the *Harvey Institute*; the *Public Hall*; and *Free Library* in *Eldon Street*; the various places of worship; the *Court House*; the *Town Hall*; and the *Theatre Royal*; also the *Corn Exchange*,

where a weekly market is held on Wednesday. Early-closing is general on Thursday. At Barnsley Grammar School, John Locke, the celebrated engineer, received his education. In Regent Street is the General Post Office. Barnsley Park is a charming public resort. Hotels—The "Queen's," the "King's Head," and the "Royal." (*Population*—35,427.) Press—*Barnsley Chronicle*, 1858; *Barnsley Independent*, 1855; *Barnsley Standard*, 1891; *South Yorkshire Free Press*, 1890.

Leaving CUDWORTH, we again move onward by ROYSTON AND NOTTON to SANDAL AND WALTON, whence another branch extends to

WAKEFIELD.

(*Westgate Station*)

Fares from St. Pancras—1st, 24/1; 3rd, 14/7½. Return—1st, 44/2; 3rd, 29/3.

186 miles from St. Pancras and 197½ from Bristol. The city of Wakefield, a prosperous agricultural centre of the West Riding, is likewise the seat of various flourishing manufactures. It will be remembered for its connection with the battle of Wakefield, fought on the 30th of December, 1460, in which the victory lay with the Lancastrians. The chief architectural ornament of the city is the cathedral church dedicated to All Saints, a singularly handsome Gothic composition mostly of the Perpendicular period and surmounted by a lofty spire. The present Bishop of Wakefield is the Right Rev. William Walsham How, D.D. Other public buildings are the imposing Renaissance pile of the Town Hall in Wood Street; the Wakefield Industrial and Fine Art Institution; the Mechanics' Institution; and Queen Elizabeth's Grammar School in Northgate, a foundation which claims to have educated Dr. Radcliffe—the founder of the Radcliffe Library, Oxford—Dr. Bentley, Archbishop Potter, and Dr. Cartwright, the inventor of the power-loom. The Corn Exchange, where a market is held on Friday, is in Westgate. In Market Street is the General Post Office. At the station are a letter-box and a bookstall. Hotels—The "Strafford Arms," the "Bull," the "Royal," and the "George." (*Population*—33,146.) Press—*Wakefield Echo*, 1876; *Wakefield Express*, 1852; *Wakefield Herald*, 1891; *Wakefield Free Press*, 1860.

Some four miles to the north of SANDAL AND WALTON is the important railway junction of

NORMANTON

(*For Wakefield, Huddersfield, Halifax, and Rochdale*).

Fares from St. Pancras—1st, 24/4; 3rd, 14/7½. Return—1st, 44/3; 3rd, 29/3.

187½ miles from St. Pancras and 199 from Bristol. Normanton is a busy centre of railway traffic. The Post Office is in the Market

Place. Wednesday is an early-closing day. Being a point where the "North Eastern" and the "Lancashire and Yorkshire" systems effect connections with the "Midland Railway," it is an exchange station for passengers wishing to reach WAKEFIELD (*Kirkgate Station*), HUDDERSFIELD, HALIFAX, ROCHDALE, and other westward towns. It has a letter-box, a bookstall, refreshment-rooms, and dining-rooms. Hotel—The "Station." (*Population*—10,234.)

Again hastening onward, we rapidly run by ALTOFTS and WHITWOOD, and, after crossing the Calder, successively reach METHLEY, WOODLESFORD, and HUNSLET, ere we leave the main line to the North on our left and diverge towards

LEEDS,

Wellington Station

(For Harrogate, Otley, Ilkley, Bolton Abbey, and Skipton),

Fares from St. Pancras — 1st, 25/9; 3rd, 15/5½.	Return — 1st, 51/6; 3rd, 30/11.
" " Bristol — " 27/9; " 16/9.	" " 55/6; " 34/8.
" " Glasgow — " 31/3; " 17/3½.	" " 57/3; " 31/10.
" " Edinburgh — " 31/-; " 17/-.	" " 56/6; " 31/7.



ARMS OF LEEDS.

198 miles from St. Pancras, 148½ from Bedford, 98½ from Leicester, 80 from Nottingham, 288½ from Bournemouth, 209½ from Bristol, 118 from Birmingham, 75½ from Derby, 112½ from Carlisle, 228½ from Glasgow, and 211 from Edinburgh; also, via the Forth Bridge, 270½ from Dundee, 341½ from Aberdeen, 258½ from Perth, and 402½ from Inverness. This vast metropolis of the West Riding is chiefly a creation of the last two centuries. Although "Loidis," the ancient British "city of the woods" and a settlement of great antiquity in the broad forest of Elmeat, was ultimately absorbed by

the Saxon kingdom of Northumbria, it does not appear to have been a place of importance until long after the Norman Conquest. With the advent of Flemish weavers about 1330, the national staple of wool was established within the boundaries of Yorkshire. In process of time Leeds gradually became recognised as the capital of the district and a place of resort for the village weavers, who here sold the product of their industry to the more wealthy merchants. The middle of the eighteenth century witnessed the erection of the Mixed Cloth Hall, and the White Cloth Hall—rebuilt in 1868—was erected some seventeen years later. Here were conducted the



THE PARADE, ILFRACOMBE.
(From a photograph by Mr. J. C. Catford,
Ilfracombe.)

Beautiful scenery in North and South Devon, skirts the coast with the Isle of Wight, via Portsmouth Harbour, Southampton. It also supplies frequent services between Exeter, travelling by the London and South Western expresses to Plymouth, and South Devon; while at Plymouth similar services to South Cornwall. Pullman Cars run in the principal line (New Forest) and Bournemouth.

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(Waterloo Station),

AND

EXETER in 3½ HOURS.
PLYMOUTH in 5¼ HOURS.
BROCKENHURST (FOR NEW FOREST) in 2 HRS.
PORTSMOUTH in 2 HOURS.
ILFRACOMBE in 6 HOURS.
SWANAGE in 3¾ HOURS.
POWELLTOWN in 3¾ HOURS.
BATH in 2½ HOURS.
GLoucester in 8½ HOURS.
WIMBORNE in 2½ HOURS.
WIMBORNE in 1¾ HOURS.
WIMBORNE in 3½ HOURS.

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CASTLE CORNET, GUERNSEY.
(From a photograph by Messrs. Carl Norman & Co.)

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THE CORBIÈRE LIGHTHOUSE, JERSEY.

sales of cloth and yarn that hitherto had taken place in the open-air market. The invention of costly machinery, the importation of Australian wool, the introduction of factories, and the development of the railway system have conducted to a complete revolution of the woollen trade. Notwithstanding many changes in the mode of producing woollen goods, also in the means of their disposal, Leeds of to-day, like Leeds of yesterday, still, according to old Leland, "standeth by clothing." And let us also record the fact that Leeds of the nineteenth century, with its population of some 390,000 souls, also "standeth" by several other notable industries, of which some of the more noteworthy are its huge iron foundries, busy engineering establishments, flour mills, and chemical works. Its numerous owners of tanneries and boot and shoe factories might well endorse the homely aphorism that "there is nothing like leather," of course with due emphasis for the leather of Leeds, while the production of ready-made clothing has likewise become a trade of great importance. All of the before-named industries are sustained and encouraged by the vicinity of the West Riding coalfield.

Leeds covers an area of 21,572 acres, having a circumference of some thirty miles, upon the north bank of the Aire, and still retains within itself or its surroundings many spots of scenic beauty. The town was first incorporated during the early years of the Stuarts, suffered severely during the prolonged Civil War of the seventeenth century between the King and the Parliament, acquiesced in the Restoration, and welcomed the Revolution of 1688 that brought William III. to the throne of England. Before the Reform Bill of 1832, Leeds was not represented in the national Parliament, but was then empowered to return two members, one of whom proved to be Thomas Babington Macaulay—subsequently Lord Macaulay of Rothley Temple—then a rising Whig and future statesman. Many local worthies, such as John Harrison (the founder of St. John's Church), the Thoresbys, the Gotts, and the Marshalls, have been associated with the foundation and the progress of Leeds; but scarcely any names have been more prominently or more worthily held in memory by the people of the West Riding than those of the late Mr. Edward Baines (d. 1848), the founder of the *Leeds Mercury*, and Sir Edward Baines, his scarcely less famous son, whose loyalty to his native town has been commemorated in certain portions of the Yorkshire College. Neither should we forget that Sir John Hawkshaw (b. 1811), the civil engineer, and Col. J. T. North, known as the "Nitrate King, also three well-known artists, Mr. Ernest Crofts, A.R.A., Mr. Charles West Cope, and Mr. Herbert Menzies Marshall, may be numbered amongst the natives of Leeds.

The newer and better-built portions of the West Riding capital are to be commended for good modern thoroughfares, but the chief

business streets, Briggate and Boar Lane, are highways of some antiquity. Nevertheless, few towns can equal Leeds for the number and imposing character of its churches and other public buildings, especially those which are devoted to the purposes of education. Its most ancient foundation is the Free Grammar School of Sir William Shenfield, which dates from 1552, and occupies a handsome pile of buildings, erected upon Woodhouse Moor. In College Road is the Yorkshire College, designed for the efficient conduct of the various departments which are embraced within its educational scheme. Its more important sections are those connected with the classes devoted to instruction in medicine, science, engineering, and textile industries. In Woodhouse Lane is the Girls' High School. The Free Public Library and the Public Art Gallery are both situated in Calverley Street; the Leeds Library, in Commercial Street; the Leeds Mechanics' Institution, in Cookridge Street; and the Leeds Philosophical and Literary Institute, in Park Row.

Chief amongst the ecclesiastical buildings of the town is its parish church, dedicated to St. Peter, a commodious Gothic edifice of the present century. It will doubtless be remembered for its association with the late Dean of Chichester, Dr. W. F. Hook, author of the "*Lives of the Archbishops of Canterbury*," who for many years filled the vicarage of Leeds. The Town Hall, in Victoria Square, a singularly imposing Classical pile, with a Corinthian portico, surmounted by a clock-tower, was opened in 1858 by Her Majesty the Queen. In the vestibule that leads to the grand Victoria Hall are marble statues representing the Queen and the late Prince Consort, also busts of the Prince and Princess of Wales. A prominent object in the Victoria Square is the magnificent Wellington Fountain. Not far distant, in Calverley Street, are the Municipal Buildings, and the Royal Exchange is in Boar Lane. The Grand Theatre and Opera House, in New Briggate, has been described as one of the finest buildings of its class to be found in the provinces. In Call Lane is the Corn Exchange, where weekly markets are held on Tuesday and Friday; and the General Post Office is in Park Lane. Wednesday is an early-closing day. The Young Men's Christian Association is in the South Parade. The General Infirmary comprises a stately series of buildings constructed upon the pavilion system, after the designs of the late Sir Gilbert G. Scott.

Few, if any, of the larger manufacturing centres can claim so magnificent a public health-resort as the celebrated Roundhay Park, a beautifully-timbered expanse of some 350 acres. This attractive public pleasure-ground, comprising ornamental gardens, shrubberies, woodlands, lawns, wide tracts of grass-lands, and two ornamental lakes, was purchased by the Leeds Corporation for a sum of £139,000, and in 1872 was opened to the public by H.R.H. the



THE PARISH CHURCH, LEEDS.

(From a photograph by Messrs. Frith & Company, Brigade.)

Duke of Connaught, who represented Her Majesty the Queen. The handsome mansion has been transformed into a commodious hotel, while every provision has been made for boating, fishing, cricket, lawn-tennis, and other outdoor recreations. The park is some three miles from the heart of the city, but can be reached by an admirable tramway service. Woodhouse Moor is a picturesque and salubrious tract affording charming sites for attractive villa residences.

The *Wellington Station* of Leeds is one of the most important centres of traffic to be found upon the "*Midland Railway*." Owing to its situation midway between the British Metropolis and the great cities of Edinburgh and Glasgow, it is a second point of departure for the chief Scotch expresses. It is likewise the point where passengers who have travelled thus far northwards can, after a brief pause for refreshments, avail themselves of the trains that here depart for HARROGATE, the well-known inland health-resort of Yorkshire; for Otley, Ilkley, and Bolton Abbey, charmingly situated in the valley of the Wharfe; and for the expresses that travel *via* Shipley, Keighley, Skipton, and Hellifield to Lancaster and Morecambe; or *via* Carnforth to Lake Side for the English Lake District. Another favourite service is that which, by way of Barrow, affords direct connections with the steamers that sail each weekday for Belfast and North Ireland, or during the summer months to Douglas for all parts of the Isle of Man. Through carriages are also run daily from Leeds to Derby, Birmingham, Worcester, Cheltenham, Gloucester, and Bristol for the West of England, also to Bath and Bournemouth. The railway station is supplied with a letter-box, a telegraph office, a bookstall, refreshment-rooms, and dining-rooms. Luncheon baskets are provided. The well-appointed "*Queen's Hotel*" is conveniently situated close to the station, and is under the management of the Company. Other hotels are the "*Griffin*," the "*Imperial*," the "*Bull and Mouth*," and the "*Trevelyan Temperance Hotel*." (*Population*—367,506.)

Daily Press—*Leeds Daily News*, 1872; *Leeds Express*, 1857; *Leeds Mercury*, 1718; *Yorkshire Post*, 1866. Weekly—*Leeds Mercury*, 1718; *Leeds Saturday Journal*, 1884; *Leeds Times*, 1833; *Leeds Weekly Express*, 1857; *Yorkshire Weekly Post*, 1754.

Having travelled with the "*North Express*" to Leeds, we now resume our journey with that portion of the train that consists of the through-carriages to Bradford. Soon after leaving LEEDS (*Wellington Station*) we pass HOLBECK, a junction for Ilkley and Harrogate, and then run by ARMLEY towards KIRKSTALL, where we gain a good view on our right of Kirkstall Abbey, a picturesque ruin of the twelfth-century Cistercian monastery. Its remains were presented to Leeds by Col. J. T. North. Our next station

is KIRKSTALL FORGE. Still speeding through the Aire Valley, we now successively pass NEWLAY AND HORSFORTH and CALVERLEY AND RODLEY, ere we leave the branch on our right that diverges towards ILKLEY, and then come to APPERLEY BRIDGE AND RAWDON. Within another four miles we reach SHIPLEY, where our express leaves the main line to Carlisle and the North, and, bearing southward, soon passes FRIZINGHALL, pauses at MANNINGHAM, a residential suburb, and then speeds towards

BRADFORD

(For Otley, Harrogate, Ilkley, and Bolton Abbey),

Fares from St. Pancras — 1st, 26/6; 3rd, 15/10.	Return — 1st, 53/6; 3rd, 31/3.
" " Bristol — " 28/-; " 16/9.	" " 56/-; " 33/6.
" " Glasgow — " 31/6; " 17/3.	" " 57/3; " 31/10.
" " Edinburgh — " 31/-; " 17/-.	" " 56/6; " 31/7.



ARMS OF BRADFORD.

211½ miles from St. Pancras, 161¾ from Bedford, 112¼ from Leicester, 93½ from Nottingham, 302¼ from Bournemouth, 223¼ from Bristol, 131½ from Birmingham, 89¼ from Derby, 104¾ from Carlisle, 220¼ from Glasgow, and 203 from Edinburgh; also, *via* the Forth Bridge, 262¼ from Dundee, 333½ from Aberdeen, 250¾ from Perth, and 394¾ from Inverness. Bradford is of comparatively modern growth, but as the chief seat of the English worsted manufacture its reputation for high-class woollen goods now extends throughout Europe and America. At the time of the Civil War the town declared for the Parliament, but owing to its untenable military position—in a valley surrounded by lofty hills—it suffered somewhat severely at the hands of the Royalists. After the night retreat of Sir Thomas Fairfax, Bradford was taken by the Earl of Newcastle. Since those eventful days the history of Bradford has been mostly connected with the development of its staple industry. Broad thoroughfares traversed by tramways, handsome public buildings, substantial lines of stone-built warehouses, and numerous worsted mills, tell of business enterprise and local prosperity. Extensive stone quarries, ironworks, and collieries are likewise of considerable local importance. Its attractive residential suburbs extend over the higher lands in the neighbourhood of Manningham, Horton, and Heaton, noteworthy for their salubrious situation and charming views. Both Peel Park and Lister Park are remarkable for their well-grown timber, and the latter for an ornamental lake; while Bowling Park, Horton Park, and Bradford Moor Park are picturesque public pleasure-grounds.

Foremost amongst the imposing public buildings of Bradford is the stately Town Hall, a modern Gothic pile situated in Market

Street. Its long and elaborately-sculptured front elevation, embellished with a series of canopied niches containing statues of the English sovereigns from William the Conqueror to Queen Victoria, is surmounted by a lofty clock-tower containing a costly peal of bells and a musical carillon. Not far distant, in Great Horton Road, is the Bradford Technical College, a commodious building in the Italian style of architecture. Its chief apartments include a public hall, a library and reading-room, art galleries, and an industrial museum; while a series of class-rooms, chemical laboratories, and workshops provide accommodation for the tuition of classes in mechanical and civil engineering, metallurgy, and architectural design, also for instruction in the spinning, weaving, and dyeing of textile fabrics. Art-design in drawing, painting, and modelling, with mathematics and geometry, form important sections of the educational course. Bradford Exchange, a highly ornamental modern Gothic structure, occupies a central position in Market Street. Its exterior is decorated by statues of Edward III. and St. Blaize, the monarch and the patron-saint who are supposed to have been most identified with the temporal interests of the wool-combing fraternity. A marble statue of Richard Cobden is the principal feature of the interior. The chief market is held on Thursday. In Kirkgate Street, Darley Street, and Godwin Street are the approaches to the Bradford Corporation Market. St. George's Hall, a substantial classical pile in Hall Ings, affords ample accommodation for the largest assemblies. In the same neighbourhood is the Court House for the West Riding. The General Post Office is in Forster Square.

Bradford is certainly remarkable for numerous commodious and well-designed places of worship. Its ancient parish church, dedicated to St. Peter, is a commodious Perpendicular edifice owning a fine oaken roof, carved stalls, and some interesting monuments. Bradford Grammar School, which in 1662 was refounded by Charles II., occupies commodious buildings in Manor Row, and affords an educational course of the highest grade. In Manningham Lane is the Bedford Grammar School for Girls, which is associated with the same foundation. One of the most important theological institutions of the West Riding is the Yorkshire United Independent College, formed in 1888 by an amalgamation of the colleges at Rotherham and Airedale. It occupies the buildings erected for Airedale College, an institution which dates from 1662, the year that witnessed the ill judged *Act of Uniformity*. Other flourishing centres connected with art and literature are the Bradford Mechanics' Institute, in Market Street, containing a valuable library and accommodation for the School of Art; the Free Public Library and Museum, in Darley Street; and the Bradford Library and Literary Society, in the same thoroughfare. It is also a matter of interest that Bradford

RIPON

AS A RESIDENTIAL CENTRE.

AS A HEADQUARTERS FOR TOURISTS.

AS A HEALTH RESORT.



RIPON CATHEDRAL, FROM THE SOUTH-EAST.

THE ancient city of Ripon is

on the western main line of the "North Eastern Railway," which is in direct connection with the services of the "Midland" system at

LEEDS, BRADFORD, and YORK.

It offers many attractions as a **HEALTH RESORT** or as a **HOLIDAY CENTRE** for Tourists who desire to visit the picturesque scenery of the West Riding. Ripon can be quickly and comfortably reached by

THE MIDLAND EXPRESSES FROM
BOURNEMOUTH, BATH, BRISTOL, CLOUCESTER, CHELTENHAM, WORCESTER,
BIRMINGHAM, DERBY, LEICESTER, NOTTINGHAM, SHEFFIELD,
and other populous towns of the Midland Counties and Yorkshire. It is also easily accessible from
LONDON, HULL, YORK, LIVERPOOL, MANCHESTER, HUDDERSFIELD,
LEEDS, HALIFAX, BRADFORD, DARLINGTON, MIDDLESBOROUGH, SUNDERLAND,
DURHAM, NEWCASTLE-UPON-TYNE, AND THE NORTH.

A **AMPLE AND EXCELLENT ACCOMMODATION** is provided for visitors, and the city is well supplied with comfortable furnished apartments. It is possible that the noble mansion of "Highfield," which is surrounded by finely-timbered grounds, may be shortly opened as a superior Hydropathic Establishment. The leading hotels of Ripon are the "Unicorn," the "Crown," the "Studley Royal," and the "Black Bull"; also the well-appointed "Old Black Horse Temperance Hotel," pleasantly situated in Park Street.

RIPON AND ITS ATTRACTIONS FOR VISITORS AND TOURISTS.

THE ancient city of Ripon, one of the two oldest corporations of England, covers an attractive site near to the confluence of the Ure, the Skell, and the Laver, three West Riding streams renowned for their salmon and trout. It is 35 miles from Bradford, 29½ from Leeds, 29½ from York, 30 from Darlington, 102 from Liverpool, 70 from Newcastle-upon-Tyne, and 60 from Scarborough. Its grand old cathedral church, dedicated to SS. Peter and Wilfrid, comprises examples of the architectural styles that prevailed from the Norman to the Perpendicular periods, but is chiefly distinguished by its fine Early English and Decorated work. Within three miles of the Market Place is Studley Royal, the noble demesne of the Marquis of Ripon, through which visitors approach the exquisitely beautiful and remarkably extensive ruins of Fountains Abbey and the grand Jacobean mansion of Fountains Hall. Other local attractions are Hackfall, a charming bit of glen scenery in the richly-wooded Ure Valley, the Dallagh Gill and Lumley Moors, Wensleydale, Niddendale, Brimham Rocks, the interesting churches of Tanfield, Kirkby Malzeard, and Masham; the moated castellated manor house of Markenfield Hall, the remains of Knaresborough Castle, the Roman station of Aldborough, Borough Bridge, and the medicinal springs of Harrogate.

**AS A RURAL HOLIDAY CENTRE,
FOR WALKS, DRIVES, AND RAILWAY EXCURSIONS
THROUGH A WELL-WATERED AND PICTURESQUE COUNTRYSIDE,
RIPON DESERVES WARM COMMENDATION.**

HUNTING. FISHING. SHOOTING. GOLF. TENNIS. CRICKET.



Reliable handbooks on the city of Ripon, Fountains Abbey, and other attractions of the West Riding, can be obtained of Mr. W. Harrison, Messrs. Thirlway & Son, Mr. S. S. Hill, and Mr. G. Parker, who are the principal booksellers of the city.

PRINTED—The "*Ripon Chronicle*," the "*Ripon Gazette*," the "*Ripon Observer*," and the "*Ripon Courier*."

Information relating to houses and apartments, in or near the city of Ripon, can be obtained at the Town Clerk's Office, High Skellgate, Ripon.

THE SURPRISE VIEW, FOUNTAINS ABBEY.

was for some twenty-five years (1861-86) represented in Parliament by the late Right Hon. William Edward Forster, who in 1870 carried the national Education Bill, also the Ballot Bill of 1872. The standard biography of this gifted statesman is "*The Life of the*



THE TOWN HALL, BRADFORD.

Right Hon. William Edward Forster, M.P.," by Mr. T. Wemyss Reid. Another name long associated with the town was that of the late Sir Titus Salt, a practical philanthropist and energetic manufacturer, who is commemorated by a statue in the Market Place. Mr. Frederic Seebohm (b. 1833), a political economist and the author of "*The Oxford Reformers*," is a native of Bradford.

One of the most recent additions to the architectural attractions of Bradford is the new "Midland Hotel," which occupies a most

convenient and central situation adjoining the railway station, and yet in the heart of the town. When we remark that its grand coffee-room, the public and private reception-rooms, and other apartments are fully equal to those which characterise the various hotels which, with this, are under the management of the Company, it will be evident that it is designed to afford the acme of comfort and refinement. Its well-appointed restaurant, café, smoking-room, and billiard-room, are open to the public. The handsome and spacious railway station is designed to afford every accommodation for passengers who may arrive or depart by the "*Midland*" trains. Train-indicators will be found on the platforms. Frequent expresses depart for London (*St. Pancras Station*), also for Derby, Birmingham, Worcester, Cheltenham, Gloucester, Bristol for Torquay and the West of England, Bath, and Bournemouth. A convenient service of "*North Eastern*" trains affords direct access to Harrogate. Other noteworthy features of the traffic are the through expresses to Ingleton, Lancaster, Morecambe, and the Lake District; fast trains that run in connection with the steamer services to Belfast and the Isle of Man; and the "*Scotch Expresses*" that run via Settle and Carlisle to Glasgow, Greenock, Edinburgh, Perth, Inverness, Dundee, Aberdeen, and the Scottish Highlands. Another local service extends towards Ilkley. A letter-box, a telegraph office, a bookstall, and refreshment-rooms are on the platform. Luncheon baskets are supplied. Other hotels of the town are the "*Alexandra*," the "*George*," and the "*Talbot*." (*Population*—216,361.)

Daily Press—*Bradford Daily Telegraph*, 1868; *Bradford Observer*, 1834. Weekly—*Bradford Citizen*, 1884; *Bradford Observer Budget*, 1869; *Bradford Weekly Telegraph*, 1868.

(For additional illustrations of Bradford, see Supplementary Pictorial Pages.)

Seeing that both Bradford and Leeds are connected by direct local services with the charming residential health-resort of Ilkley, and via Bolton Abbey with Skipton, it now remains for us to briefly notice the routes of those branch trains that respectively depart from these two mercantile centres of the West Riding. Passengers travelling from London (*St. Pancras Station*), Bournemouth, Bristol, Birmingham, Nottingham, and Sheffield, usually exchange carriages at Leeds (*Wellington Station*), where they can join the fast trains that proceed thence by way of HOLBECK, ARMLEY, KIRKSTALL, KIRKSTALL FORGE, NEWLAY AND HORSFORTH, and CALVERLEY AND RODLEY to GUISELEY. The trains from Bradford (*Kirkgate Station*) travel to the same point by way of NOTTINGHAM, FRIZINGHALL, SHIPLEY, BILDON, and ESHOLT, or passing GUISELEY and MANTON we may notice a line that runs on our right towards the little market town of OTLEY (*Population*—7,838), pleasantly situated in the Wharfe Valley and

at the foot of the Chevin (925 feet), a range of hills commanding magnificent views. Here was born the late Richard Garnett (d. 1850), an eminent authority upon philological questions. Hotel—The "Royal White Horse." A short distance from Otley is Farnley Hall, the Elizabethan seat of Mr. Ayseough Fawkes, a favourite residence of Turner, and still celebrated for containing many of his finest pictures. Our next station is BURLEY, a pretty village of Wharfedale, the seat of some large worsted mills. Wharfeside was long the picturesque seat of the late Right Hon. W. E. Forster, M.P., P.C., D.C.L. (d. 1886), who is commemorated by an ornamental cross in Aberdeen granite modelled after that of St. Columba at Iona. Within three miles we reach BEN RHYDDING, celebrated for its charmingly-situated hydropathic establishment, and

ILKLEY.

Prices from St. Pancras — 1st, 27/6; 3rd, 16/6.	Return—1st, 35/6; 3rd, 23/4.
" " Bristol — " 23/6; " 17/6.	" " " 29/6; " 20/4.
" " Birmingham — " 17/-; " 10/3.	" " " 24/-; " 20/6.

219½ miles from St. Pancras, 231½ from Bristol, 21½ from Leeds, and 13½ from Bradford. This salubrious health-resort of the Wharfe Valley, reputed to be the "Olicana" of the Romans, occupies a delightful site on the slopes of Rombald's Moor (1,323 feet), which here rises from the southern bank of the river. Its happy combination of bracing air and an abundant supply of pure water, with a countryside of charming scenery, render Ilkley a most desirable spot either for a holiday or a residence. During the last half-century this so-called "Malvern of the North" has witnessed the erection of numerous high-class hydropathic establishments, of which the more noteworthy are known as "Ben Rhydding" (a magnificent building surrounded by extensive grounds), "Craiglands," the "Wells House," "Troutbeck," "Marlborough House," "Rockwood House," and "Stoney Lea." The popularity of Ilkley as a place of residence has doubtless been due to the fact of its efficient sanitary administration having been secured by the incorporation of a Local Board and the provision of numerous superior villas, which, with their pleasant gardens, line the well-kept roads. It possesses superior educational facilities. Ilkley College stands in the Queen's Road, and Ilkley Grammar School is a modern foundation administered by a Board of Governors. Several high-class private schools also provide for the education of girls.

The parish church of All Saints, a Perpendicular edifice which has undergone a very complete nineteenth-century restoration, contains some interesting brasses and memorials, while the churchyard is famous for three quaint Saxon crosses, evidently of great antiquity. St. Margaret's is an Episcopalian chapel-of-ease, and the Nonconformist churches include places of worship for the



IN THE VALLEY OF THE WHARFE.

Brethren, Congregationalists, Friends, Primitive Methodists, Roman Catholics, and the Wesleyans. Other noteworthy public buildings are the Semon Convalescent Home, an imposing modern Gothic pile occupying a commanding site near to the moorlands; the Ilkley Hospital and Convalescent Home; and the Ilkley Museum. In Wells Road is the General Post Office. Amongst the attractive destinations within walking distance are the Cow and Calf Rocks, the Panorama Rocks, Heber Gill, the Middleton Woods, Middleton Park, Denton Park, the Fairy Dell, and the Black Force Waterfall.

The completion of the new railway extension to Skipton has enabled passengers by "*Midland*" trains to continue their journeys through the Wharfe Valley, and by way of ADDINGHAM to reach BOLTON ABBEY. The ruins of this beautiful Augustinian priory, dedicated to the Blessed Virgin and St. Cuthbert, are about a mile and a half from the station. Although originally established in 1120 at Emsay by Walter de Meschines, the Augustinian monks were some thirty years later transferred by his daughter Alice to this charming site on the banks of the Wharfe. Here were erected the stately buildings that existed until the Dissolution in 1540. Since this event they have—with the exception of the nave, still utilised as the parish church—gradually fallen into a state of most picturesque decay, have inspired poets and painters with their beauty, and still attract their thousands of appreciative nineteenth-century pilgrims. Amidst much that pleases, perhaps its finer architectural details are the remains of Early English and Decorated work, the magnificent west front, and a fine Perpendicular window. The surrounding countryside, be it park, woodland, lawn, or river, is indescribably lovely. Within easy reach are the Stepping Stones, the Fairy Glen, the Strid, Barden, and Barden Tower. Amongst fine view-points we may name Pembroke Seat and the Hawkstone on the west side of the river, while from the opposite bank Harrison's Seat, Clifford's Seat, and Lord Morpeth's Seat afford delightful prospects. Before passing onward we may note that Bolton Abbey is a favourite seat of the Duke of Devonshire, also that the Abbey churchyard contains a memorial Iona cross, and the park a handsome fountain commemorating the late lamented Lord Frederick Cavendish, assassinated in Phoenix Park, Dublin, on the 6th of May, 1882. At Bolton the chief hotel is the "*Devonshire Arms*." The "*Midland*" branch trains continue their journeys through EMBAY to SKIPTON. Returning to Ilkley, we should remark that its railway station is supplied with a letter-box and a bookstall; also that its leading hotels are the "*Middleton*," the "*Crescent*," and the "*Royal*." (*Population*—5,767.) Press—*Ilkley Gazette*, 1861; *Ilkley Free Press*, 1872.

(For an additional illustration of Ilkley, see *Supplementary Pictorial Pages*.)

Returning to LEEDS (*Wellington Station*), we resume our journey thence towards Keighley, Skipton, and Hellifield. Having travelled by HOLBECK, ARMLEY, KIRKSTALL, KIRKSTALL FORGE, NEWLAY AND HORSFORTH, CALVERLEY AND RODLEY, and APPERLEY BRIDGE AND RAWDON as far as SHIPLEY, we soon reach SALTAIRE. Both the model town and its huge Saltaire Mills owe their creation to one of the most enterprising manufacturers of the West Riding, the late Sir Titus Salt. Within half a mile of the station is Shipley Glen, a picturesque spot much frequented by picnic parties. After crossing the Aire, we pass BINGLEY, speed through THWAITES, and pause at

KEIGHLEY

(*For Haworth and Oxenhope*),

Fares from St. Pancras—1st, 2/-; 3rd, 10/3. Return—1st, 36/-; 3rd, 32/6.

215½ miles from St. Pancras, 227 from Bristol, 211 from Glasgow, and 193½ from Edinburgh. Keighley is famous for its worsted and turnery trade, also as a centre for the construction of machinery. Amongst its more important buildings are the parish church of St. Andrew and other places of worship, the Mechanics' Institute and Technical School, the Court House, and the Queen's Theatre. In North Street is the General Post Office. The Victoria Park and the Devonshire Park are public pleasure-grounds. The present Bishop of Carlisle, the Rt. Rev. J. W. Bardsley, D.D., was born at Keighley.

Passengers exchange at Keighley for the Worth Valley branch, that extends by way of INGROW, DAMEMS, and OAKWORTH to HAWORTH, a little moorland town or large village of world-wide interest for its associations with the Brontës. During the last century its rectory was filled by the Rev. William Grimshaw, an earnest Evangelical coadjutor with Whitfield, Wesley, and other leaders of the great Methodist revival. In 1820 this living was presented to the Rev. Patrick Brontë (d. 1861), an eccentric Irish clergyman. The wide heaths and bleak breezy moorlands of his wide parish are now familiar to readers of Mrs. Gaskell's "*Life of Charlotte Brontë*" as the framework of the wild Yorkshire home that sheltered "Currer Bell," the temporary *nom de plume* that represented the unassuming but gifted little woman who wrote "*Jane Eyre*." Although this remarkable work, on its first publication in 1847, created an intense sensation in the world of letters, it has stood the infallible test of time, and retains its recognised position amongst the masterpieces of English fiction. The chief feature of interest in the parish church is the vault of the Brontë family, which may be recognised by a brass in the pavement. A memorial tablet will also be found near to the west window. The branch railway has its terminus at OXENHOPE, a

populous village of worsted-weavers and quarrymen, upon the borders of the highlands known as Oxenhope Moor. At *Keighley Station* are a letter-box, a telegraph office, a book-stall, and refreshment-rooms. Hotel—The “Devonshire Arms.” (Population—30,811.) Press—*Keighley Herald*, 1873; *Keighley News*, 1862.

After leaving Keighley we may notice Cliffe Castle on our left, while Rombald's Moor still bounds the right distance as we run to STEETON AND SILSDEN, and thence pursue our course towards KILDWICK AND CROSS HILLS, CONONLEY, and

SKIPTON

(*For Colne and Burnley, Bolton Abbey and Ilkley, and Grassington*),

Fares from St. Pancras—1st, 20/-; 3rd, 17/-. Return—1st, 38/-; 3rd, 34/-.

221½ miles from St. Pancras and 235½ from Bristol. The ancient town of Skipton, the capital of the Craven district, occupies a salubrious site amidst the picturesque limestone scenery of the West Riding. Shortly after the Norman Conquest the manor of Skipton was bestowed upon William de Romillé, who here erected a castle, of which naught remains but a gateway. Early in the fourteenth century, when Piers Gaveston, the ill-fated favourite of Edward II., had forfeited both his life and his estates, the monarch conferred Skipton Castle upon Robert Lord Clifford, in whose line it remained for some five hundred years. This stately stronghold, principally built during the Edwardian period, is now a massive ruin. At the time of the Civil War the fortress surrendered to the Parliamentary forces, and its defences were partially destroyed; but the devastations both of the castle and the church were subsequently repaired by the celebrated Lady Anne Clifford (d. 1675), the Countess of Dorset, Pembroke, and Montgomery. The newer portions of the Skipton Castle, which were added during the sixteenth century, are now an ancestral seat of Lord Hothfield. The neighbouring parish church of the Holy Trinity, an imposing Perpendicular structure, contains a chancel-screen brought from Bolton Abbey and several memorials of the Cliffords. In Gargrave Road are the admirably-designed Elizabethan buildings of Skipton Free Grammar School, a foundation of 1548. In Swadford Street is the General Post Office. A corn market is held on Saturday, and Tuesday is an early-closing day. Here are the thread-mills owned by Messrs. John Dewhurst and Sons, Limited; also worsted factories and stone quarries.

Skipton as a railway centre occupies a somewhat important position. Not only does it enjoy the advantages of its location upon the main line between England and Scotland, but it is likewise in direct connection, *via* GARGRAVE, BEIL BUSK, and HELLIFIELD,

with trains for Lancaster, Morecambe, the Lake District, and Barrow-upon-Furness for Belfast and the Isle of Man. An easterly branch affords communication, from the North, *via* EMBAY, BOLTON ABBEY, and ADDINGHAM, with the charming health-resort of ILKLEY, and thence *via* GUISELEY to Leeds and Bradford. Another branch is that which affords a south-westerly course through ELSLACK and THORNTON to EABBY, whence a short line diverges towards BARNOLD SWICK, a small town interested in cotton mills and stone quarries. It then leaves the West Riding and enters Lancashire, through which it extends by FOULRIDGE to COLNE, a cotton manufacturing town on the Calder. Here passengers can join the "*Lancashire and Yorkshire*" services for Nelson, Burnley, Accrington, Bury, and MANCHESTER (*Victoria Station*). An omnibus leaving Skipton each weekday runs through RILSTONE, CRACOE, and LINTON to GRASSINGTON, a picturesque village of Wharfedale. At *Skipton Station* are a letter-box and

a bookstall. Hotels — The "*Devonshire*," the "*Black Horse*," the "*Ship*," and the "*Midland*." (*Population* — 10,376.) Press — *Craven Herald*, 1874; *West Yorkshire Pioneer*, 1858.



BOLTON BRIDGE.

(From a photograph by Mr. R. Keene, Derby.)



MAP
OF
NORTH IRELAND,

IN DIRECT CONNECTION
BY THE
EXPRESS SERVICES
OF THE

MIDLAND RAILWAY

via
BARROW, OR STRANRAER,
WITH

LONDON
(St. Pancras Station),

ST. ALBANS,	DERBY,	SHEFFIELD,
LUTON,	BURTON,	YORK,
BEDFORD,	WOLVERHAMPTON,	NEWCASTLE,
NORTHAMPTON,	BIRMINGHAM,	HULL,
CAMBRIDGE,	WORCESTER,	LEEDS,
KETTERING,	MALVERN,	BRADFORD,
LEICESTER,	HEREFORD,	MANCHESTER,
LOUGHBOROUGH,	SWANSEA,	CARLISLE,
LYNN,	CHEL TENHAM,	GLASGOW,
PETERBOROUGH,	GLOUCESTER,	EDINBURGH,
LINCOLN,	BRISTOL,	DUNDEE,
NEWARK,	BATH,	ABERDEEN,
NOTTINGHAM,	BOURNEMOUTH,	INVERNESS,

THE WEST OF ENGLAND,
THE EASTERN COUNTIES,
AND THE
CONTINENT OF EUROPE.

Various mail-line expresses also connect the Midland Railway with Skipton. Shortly after leaving Hellifield, the "Settle Route" to

with trains for Lancaster, Morecambe, the Lake District, and Barrow-upon-Furness for Belfast and the Isle of Man. An easterly branch affords communication, from the North, via EMBAY, BOLTON ABBEY, and ADDINGHAM, with the charming health-resort of ILKLEY, and thence via GUISELEY to Leeds and Bradford. Another branch is that which affords a south-westerly course through ELSLACK and THORNTON to EBBY, whence a short line diverges towards BAENOLDSWICK, a small town interested in cotton mills and stone quarries. It then leaves the West Riding and enters Lancashire, through which it extends by FOULRIDGE to COLNE, a cotton manufacturing town on the Calder. Here passengers can join the "*Lancashire and Yorkshire*" services for Nelson, Burnley, Accrington, Bury, and MANCHESTER (*Victoria Station*). An omnibus leaving Skipton each weekday runs through RILSTONE, CRACOE, and LINTON to GRASSINGTON, a picturesque village of Wharfedale. At *Skipton Station* are a letter-box and

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OF
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IN DIRECT CONNECTION
BY THE
EXPRESS SERVICES
OF THE

MIDLAND RAILWAY

via
BARROW, OR STRANRAER,
WITH

LONDON

(*St. Pancras Station*),

ST. ALBANS,	DERBY,	SHEFFIELD,
LUTON,	BURTON,	YORK,
BEDFORD,	WOLVERHAMPTON,	NEWCASTLE,
NORTHAMPTON,	BIRMINGHAM,	HULL,
CAMBRIDGE,	WORCESTER,	LEEDS,
KETTERING,	MALVERN,	BRADFORD,
LEICESTER,	HEREFORD,	MANCHESTER,
LOUGHBOROUGH,	SWANSEA,	CARLISLE,
LYNN,	CHELTENHAM,	GLASGOW,
PETERBOROUGH,	GLOUCESTER,	EDINBURGH,
N.,	BRISTOL,	DUNDEE,
AM,	BATH,	ABERDEEN,
	BOURNEMOUTH,	INVERNESS,

WEST OF ENGLAND,
SOUTHERN COUNTIES,
AND THE
CONTINENT OF EUROPE.

...paying Hellfield, the "Settle Route" to

the Palatine Hall, and the Oddfellows' Hall, the chief public entertainments; the County Club, in Church Street, the two political club-houses; and the old Custom House,



THE CASTLE GATEWAY, LANCASTER.

George's Quay. The town contains two good libraries, the one known as the Amicable Society's Library, in Bank Street, and the Lancaster Co-operative Library; also a Law Library in the Castle Hill House. In New Street is the General Post Office. One of the greatest attractions of Lancaster is the

Palatine Hall, and the Oddfellows' Hall, the chief public entertainments; the County Club, in Church-street, two political club-houses; and the old Custom House,



THE CASTLE GATEWAY, LANCASTER.

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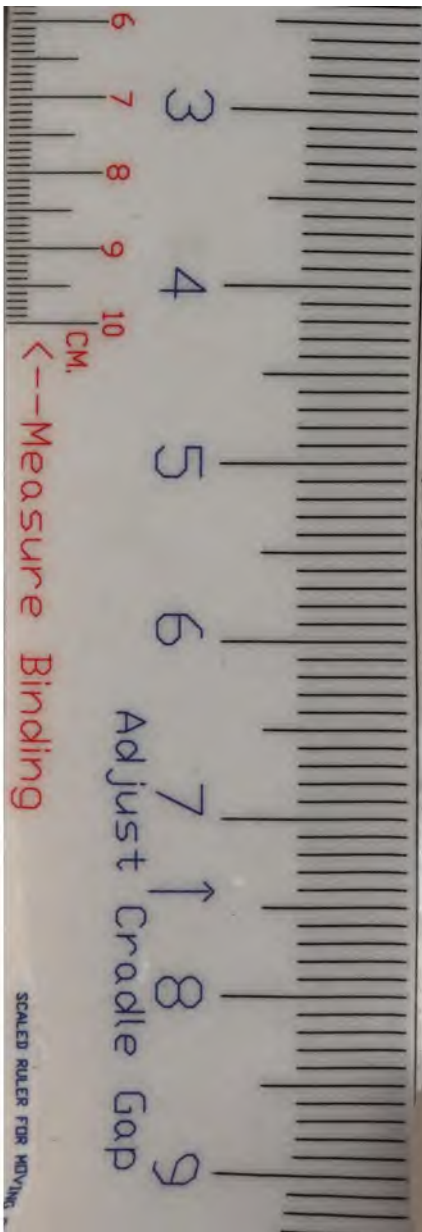
with trains for Lancaster, Morecambe, the Lake District, and Barrow-upon-Furness for Belfast and the Isle of Man. An easterly branch affords communication, from the North, *via* EMBAY, BOLTON ABBEY, and ADDINGHAM, with the charming health-resort of ILKLEY, and thence *via* GUISELEY to Leeds and Bradford. Another branch is that which affords a south-westerly course through ELSLACK and THORNTON to EARBV, whence a short line diverges towards BARNOLDSWICK, a small town interested in cotton mills and stone quarries. It then leaves the West Riding and enters Lancashire, through which it extends by FOULRIDGE to COLNE, a cotton manufacturing town on the Calder. Here passengers can join the "*Lancashire and Yorkshire*" services for Nelson, Burnley, Accrington, Bury, and MANCHESTER (*Victoria Station*). An omnibus leaving Skipton each weekday runs through Rilstone, Cracoe, and Linton to GRASSINGTON, a picturesque village of Wharfedale. At *Skipton Station* are a letter-box and

a bookstall. Hotels — The "*Devonshire*," the "*Black Horse*," the "*Ship*," and the "*Midland*." (*Population* — 10,376.) Press — *Craven Herald*, 1874; *West Yorkshire Pioneer*, 1858.



BOLTON BRIDGE.

(From a photograph by Mr. R. Keene, Derby.)



ELAND,

SECTION

SERVICES

RAILWAY

MAN RAER,

SECTION,

SHEFFIELD,
YORK,
BPTON, NEWCASTLE,
HULL,
LEEDS,
BRADFORD,
MANCHESTER,
CARLISLE,
GLASGOW,
EDINBURGH,
DUNDEE,
ABERDEEN,
INVERNESS,

ENGLAND,
COUNTIES,

EUROPE.

the "Settle Route" to

CADBURY'S COCOA.



Cadbury's IS "THE TYPICAL COCOA OF ENGLISH MANUFACTURE, ABSOLUTELY PURE."—THE ANALYST.

NO CHEMICALS USED IN CADBURY'S, AS IN THE SO-CALLED PURE FOREIGN COCOAS.

"CHEMICALLY PREPARED COCOAS CONTAIN A CONSIDERABLE PERCENTAGE OF ALKALI, WHICH HAS BEEN PROVED TO CAUSE SERIOUS AFFECTIONS OF THE KIDNEYS AND LIVER, ESPECIALLY IN YOUNG PEOPLE. THE PUBLIC WILL DO WISELY WHEN DRINKING COCOA TO SELECT SOME WELL-KNOWN ENGLISH BRAND LIKE CADBURY'S, WHICH IS GUARANTEED TO BE ABSOLUTELY PURE COCOA."—HYGIENE, MAY 20, 1893.

ALKALIZED COCOA CAN BE DETECTED BY ITS DARK COLOUR IN LIQUOR.

(From a photograph by Mr. R. Keene, Derby.)

THE LANCASTER, MORECAMBE, AND BARROW SERVICES.
THE BARROW, BELFAST, AND ISLE OF MAN SERVICES.

SECTION V.—LONDON (*St. Pancras*), LUTON, BEDFORD, NORTHAMPTON, WELLINGBOROUGH, KETERING, LEICESTER, NOTTINGHAM, DERBY, SHEFFIELD, LEEDS, BRADFORD, KEIGHLEY, AND SKIPTON TO HELLIFIELD: ALSO FROM LIVERPOOL (*Exchange Station*), MANCHESTER (*Victoria Station*), BOLTON (*Trinity Street*), AND BLACKBURN TO HELLIFIELD, CLAPHAM, INGLETON, LANCASTER, MORECAMBE FOR DUBLIN AND LONDONDERRY, CARNFORTH, KENDAL, GRANGE-OVER-SANDS, ULVERSTON, FURNESS ABBEY, AND BARROW (*Ramsden Dock Station*) FOR BELFAST AND OTHER STATIONS IN NORTH IRELAND, AND FOR THE ISLE OF MAN: ALSO FROM PLYMOUTH, EXETER, BRISTOL, BOURNEMOUTH, BATH, GLOUCESTER, CHELTENHAM, WORCESTER, BIRMINGHAM (*New Street*), WOLVERHAMPTON, WALSALL, TAMWORTH, AND BURTON-UPON-TRENT TO DERBY, SHEFFIELD, AND LEEDS, IN CONNECTION WITH THE SERVICES FROM LONDON TO MORECAMBE AND BARROW-IN-FURNESS.



ONE of the most convenient and certainly one of the most attractive means of reaching the ancient town of Lancaster, Morecambe and other salubrious North Lancashire watering-places, the busy seaport of Barrow, the picturesque Isle of Man, and Belfast, the mercantile metropolis of Ulster, is supplied by the "*Midland*" expresses that depart from *St. Pancras*, Bournemouth, and Bristol. Their routes from the South, the East, the West, and the Midland Counties to Hellifield have been previously described in connection with the services to Scotland. Similar travelling facilities from Liverpool, Manchester, Bolton, and Blackburn to Barrow are open to passengers who may exchange carriages at Hellifield, for connections with the various main-line expresses that travel *via* Leeds, Keighley, and Skipton. Shortly after leaving Hellifield, the "*Settle Route*" to

Carlisle and Scotland diverges northwards, while the line to Lancaster, Morecambe, and Barrow-in-Furness bears away in a north-westerly direction towards Clapham. Thence a short branch service communicates with Ingletton, well known as a land of rivers, rocks, and waterfalls, and famous for the deep recesses of the limestone caves that abound in the valleys of the Greet and the Doe. The next pause is made at Wennington Junction, whence "*Midland*" trains that travel through the old capital of Lancashire convey their passengers to the sandy shores of the Bay of Morecambe.

The "*Barrow, Belfast, and Isle of Man Services*" continue their journeys from Wellington Junction to Carnforth, where the "*Midland*" meets, uniting with those of the "*Furness*" system, provide a through route from London and Yorkshire to North-West Lancashire and the Lake District. In passing, we may remark that the "*Furness Railway*" owns a capital of £6,430,066, while its train services extend over 139 miles of metals. At Carnforth the "*Midland Expresses*" effect connections with the services to Kendal and Windermere, ere they proceed through Arncliffe to Grange-over-Sands, a charming little health resort overlooking the wide waters of Morecambe Bay. With exquisitely beautiful views both landwards and seawards, they then rush onwards through the grey town of Ulverston—whence a branch line extends towards Lake Side for Bowness and Ambleside—and by the romantic ivy-clad ruins of Furness Abbey approach Barrow-in-Furness. The ordinary trains pause at the *Central Station*, but the "*Belfast Boat Express*," which owns connections with all the chief towns on the "*Midland Railway*," continues its journey to the *Ramsden Dock Station*, where it is drawn up alongside the swift "*Royal Mail*" steamers that each week-night sail direct for Belfast (*Donegal Quay*). Through carriages are run between Ramsden Dock and Leeds. Luggage is transferred to and from the steamers by the Company's officials, and without charge to passengers. The short sea passage, moderate fares, and regular daily sailings, render the "*Barrow Route*" one of the most desirable means of communication between England and the North of Ireland. During the summer months the fine passenger boats of the "*Barrow Steam Navigation Company*" sail each week-day for the magnificent bay of Douglas, the principal watering-place in the Isle of Man.

IN order that we may show the three chief routes by which "*Midland*" passengers travel to the inland health-resorts, sea-side watering-places, and seaports of North Lancashire, we will remind our readers that should we be leaving LONDON (*St. Pancras Station*) our journey will lie through BEDFORD and by way of LEICESTER or NOTTINGHAM to SHEFFIELD. Passengers

from BOURNEMOUTH, BATH, or BRISTOL will travel to the same point by way of GLOUCESTER, CHELTENHAM, WORCESTER, BIRMINGHAM, and DERBY. From Sheffield we travel towards LEEDS. Special trains departing from both LEEDS and BRADFORD travel *via* KEIGHLEY to SKIPTON, and thence through GARGRAVE and BELL BUSK to HELLIFIELD. Here the trains are reinforced by a third contingent from MANCHESTER, BOLTON, LIVERPOOL, and BLACKBURN. We now proceed through LONG PRESTON to GIGGLESWICK, celebrated for its ancient foundation school. On our right rise Giggleswick Scar, the Craven Fault, and, farther distant, the gigantic mass of Ingleborough (2,373 feet). Crossing t'c Wenning, we pause at CLAPHAM, for the branch services to

INGLETON

(For *Kirkby Lonsdale and Sedbergh*),

Fares from St. Pancras—1st, 32/4; 3rd, 19/1. Return—1st, 64/8; 3rd, 38/2.
 " " Bristol— " 31/7; " 18/-. " " 63/2; " 36/-.

246½ miles from St. Pancras and 260½ from Bristol. This attractive little holiday resort is another most convenient centre for trips through the limestone scenery of the West Riding. Seated at the foot of Ingleborough (2,373 feet), and in a deep valley through which ripple the Doe and the Greet, Ingleton owns three chief attractions for visitors—namely, its caves, its waterfalls, and the ascent of the neighbouring mountain. The latter excursion is one that rewards its votaries with charming and extensive views. Some of the best scenery on the Doe lies in the vicinity of Snow Fall, Baxengill Gorge, Beezley Head, and the Weathercote Cave. In the valley of the Greet, Pecca Falls and Thornton Force may be visited *en route* to Yordas Cave, remarkable for its wealth of fantastically-contorted stalactites. Another favourite view-point is Constitution Hill. The village contains a parish church, a Wesleyan chapel, and a reading-room. Hotels—The "Ingleborough" and the "Wheatsheaf." Passengers can here, by an exchange of carriages, join the trains to *Kirkby Lonsdale and Sedbergh*.

Returning to CLAPHAM, and travelling towards BENTHAM, we enter Lancashire shortly before we reach WENNINGTON, where the "Boat Express" to Barrow and the "Lake District Expresses" diverge for Carnforth. Our own route leads by HORNBLY, and through the Lune Valley to CATON, HALTON, and

LANCASTER,

Green Ayre Station,

Fares from Nottingham—1st, 18/9; 3rd, 10/8. Return—1st, 37/6; 3rd, 21/4.
 " " Sheffield— " 13/10; " 7/8. " " 27/2; " 15/4.
 " " Leeds— " 8/7; " 5/1. " " 17/2; " 10/2.

161 miles from Leicester, 142½ from Nottingham, 103½ from Sheffield, 65 from Leeds, and 57 from Bradford. The ancient



ARMS OF LANCASTER.

capital of Lancashire, originally a Roman station, and some centuries later known as the "Loan-caster" of the Saxons, is pleasantly situated upon the higher lands that rise from the southern bank of the Lune. In bygone days Lancaster was busy seaport, and is still connected with the coasting trade and fisheries. Its stately castle, covering the site of a Roman stronghold, was raised shortly after the Conquest by a Norman baron, Roger de Poitiers. It subsequently received important additions from its Plantagenet lord, "old John of Gaunt," the popular son of Edward III., and its stately gateway is supposed to have been erected by Henry V. The county town experienced serious vicissitudes during the Wars of the Roses, especially under the *regime* of the House of York, and also shared in the horrors of the sixteenth-century strife between the King and the Parliament. Here are cotton-mills, leather cloth factories, cabinet works, waggon works, foundries, and marble yards. A corn market is held on Saturday. Wednesday is an early-closing day.

Amongst the more interesting relics of old-world Lancaster we may include the remains of the grand old castle, still retaining its portcullised gateway, massive keep, and stately Lungness Tower. It is now utilised as the seat of the Assize Courts, and also as a county prison. Within its boundaries is the commodious Shire Hall. St. Mary's Church, occupying an elevated site adjoining the northern boundaries of the castle, is an imposing Perpendicular edifice noteworthy for its fine examples of carved work and series of painted glass, also for numerous interesting memorials. In East Road are the modern Gothic buildings of the Lancaster Royal Grammar School, a well-known foundation of the fifteenth century, celebrated for having numbered amongst its scholars the great mathematical scholar, Dr. William Whewell (d. 1866), the learned master of Trinity College, Cambridge, who was the son of a Lancaster carpenter; the late Sir Richard Owen (d. 1892), a recognised authority upon comparative anatomy and palæontology; and Mr. Edward Frankland, the celebrated scientist and chemist. Professor Sir Wm. Turner, M.B., LL.D., D.C.L., the anatomist, was born at Lancaster. Perhaps the finest orphanage in the North of England is the Ripley Hospital, a handsome building situated in Cockerham Road. Another magnificent philanthropic institution is the Royal Albert Asylum for Imbeciles. The Town Hall faces the spacious Market Place. Not far distant, on the Castle Hill, is the Storey Institute and Art Gallery, which was presented to the town by Sir Thomas Storey in commemoration of the Queen's Jubilee. Other noteworthy buildings are the Athenæum, the Assembly

Rooms, the Palatine Hall, and the Oddfellows' Hall, the chief centres for public entertainments; the County Club, in Church Street; the two political club-houses; and the old Custom House,



THE CASTLE GATEWAY, LANCASTER.

on St. George's Quay. The town contains two good libraries, respectively known as the Amicable Society's Library, in Bank Buildings, and the Lancaster Co-operative Library; also a Law Library at the Castle Hill House. In New Street is the General Post Office. One of the greatest attractions of Lancaster is the

beautiful Williamson Park, covering a highly picturesque site that commands magnificent views. Information relating to house property may be obtained of Mr. George H. Petty, of 56, Market Street. At *Green Ayre Station* are a telegraph office and a bookstall. The leading hotels are the "County" and the "King's Arms." (*Population*—31,038.) Press—*Lancaster Gazette*, 1801; *Lancaster Guardian*, 1837; *Lancaster Observer*, 1860; *Lancaster Times*, 1892.

(For an additional illustration of Lancaster, see Supplementary Pictorial Pages.)

After our pause at Lancaster we can join one of the numerous branch trains that proceed direct to the fashionable seaside resort of

MORECAMBE

(For Dublin and Londonderry),

Fares from St. Pancras	—1st, 21/6; 3rd, 10/3.	Return—1st, 60/-; 3rd, 35/10.
" " Nottingham	" 19/3; " 10/11.	" " 58/10; " 21/10.
" " Bristol	" 30/9; " 17/2.	" " 61/9; " 34/6.
" " Sheffield	" 14/4; " 7/11.	" " 25/2; " 15/10.

164½ miles from Leicester, 145½ from Nottingham, 106½ from Sheffield, 68½ from Leeds, and 60½ from Bradford. Morecambe is generally acknowledged to be one of the most salubrious, attractive, and accessible watering-places of Lancashire. Since the days when "Midland" trains first brought their passengers to its station, the little fishing town has grown with singular rapidity, and now extends for a distance of some two miles along the substantial sea-wall that here forms a marine promenade skirting Morecambe Bay. It is now one of the most popular health-resorts for visitors from London, the Midland Counties, Yorkshire, Lancashire, and the North. During recent years Morecambe—which possesses an excellent stone-built dock and jetty—has become recognised as one of the ports of departure for Ireland. The first-class passenger steamers of the "*Glasgow, Dublin and Londonderry Steam Packet Company, Limited*," sail each Tuesday, Thursday, and Saturday for DUBLIN, while the return passages from Dublin to Morecambe are accomplished on Monday, Wednesday, and Friday. A favourite Channel route to North Ireland is afforded by the boats that sail twice weekly to LONDONDERRY. The "*Midland Railway*" grants through bookings either to Londonderry or Dublin.

Morecambe owns a delightful situation upon the shores of a charming bay some fifteen miles in breadth and noteworthy for extensive sands. It commands magnificent views, and the more distant prospects embrace a grand range of mountainous peaks, amongst which, on the north, are Coniston Old Man, Seafell Pikes, Helvellyn, and Skiddaw. Eastward are the Yorkshire fells of Ingleborough, Penyghent, Bowfell, and Wharfedale; while southward are the Lancashire summits of Wyersdale and Pendle Hill,

Bathing, boating, yachting, fishing, and the usual pleasures of a marine health-resort can here be enjoyed under the best conditions. An excellent iron pier with a landing-stage extends a thousand feet seawards. During the summer months visitors may avail themselves of the coast steamers that afford short sea trips to Fleetwood, Blackpool, and Southport, or can cross the bay to Grange-over-Sands or Barrow. At either of these places tourists can join the trains of the "*Furness Railway*" for Windermere (*Lake Side*



MORECAMBE.

(From a photograph by Messrs. Frith & Company, Reigate.)

Station) or Coniston, likewise for the picturesque ruins of Furness Abbey. Some of the most popular railway trips are the "*Midland*" excursions to Ingleton and Settle, favourite centres for the limestone district of the West Riding; also *via* Skipton to Bolton Abbey for the peerless scenery of Wharfedale. Inland from Morecambe extend delightful rambles or drives. Within a few miles are the pleasant recesses of Silverdale, where Mrs. Gaskell penned many of her charming works of fiction; also the cliffs of Arncliffe Knoll and Wharton Crag, commanding grand prospects over land and sea. Southward lies the village of Heysham, famous for its quaint church of St. Patrick.

The little town is governed by a Local Board, and contains the usual public buildings of a small seaport. Its places of worship include the parish church of Holy Trinity, St. Lawrence, and St.

Barnabas, likewise churches for the Baptists, Brethren, Congregationalists, Free Church of England, Primitive Methodists, United Methodists, and the Wesleyans. In a central position is the People's Palace and Aquarium, overlooking large gardens. The Regent Park is a favourite recreation-ground containing an ornamental pavilion. In Cheapside is the General Post Office. The "Midland Hotel," a high-class and comfortable hostelry, centrally situated between East and West Morecambe and close to the stone pier, commands a charming sea view. It is under the management of the Company. In the same neighbourhood are assembly-rooms. Other hotels are the "King's Arms," the "West View," the "Imperial," the "Crown," and the "Queen's." The Westleigh Boarding Establishment is in West Morecambe. Press—*Morecambe Times*, 1881; *Morecambe Visitor*, 1874.

Returning to WENNINGTON, we will now pursue our journey from Leeds towards Barrow-in-Furness, for Belfast and Douglas. Crossing the Wenning, we approach a tunnel that extends under Melling Moor to MELLING. Speeding over the Lune, we pass ARKHOLME for *Kirkby Lonsdale*, ere we reach BORWICK and

CARNFORTH

(For *Kendal and Windermere*; *Grange-over-Sands*, *Ulverston*, and *Lake Side*; *Furness Abbey*, *Barrow*, *Belfast*, and *the Isle of Man*; also for *Coniston*, *Boot*, *Seascale*, and *Whitehaven*),

Fares from Nottingham	—1st, 19/3; 3rd, 10/8.	Return—1st, 38/6; 3rd, 21/4.
" " Sheffield—	" 12/10; " 7/10.	" " 27/8; " 15/8.
" " Leeds—	" 8/7; " 5/1.	" " 17/2; " 10/2.

159 $\frac{1}{2}$ miles from Leicester, 141 from Nottingham, 102 $\frac{1}{2}$ from Sheffield, 63 $\frac{3}{4}$ from Leeds, and 55 $\frac{3}{4}$ from Bradford. Carnforth is chiefly noteworthy as an important railway centre where the "Midland" system effects a junction with that of the "*Furness Railway*," extending by *Grange-over-Sands* towards the English Lake District *via Lake Side* or *via Coniston*; the busy seaport of Barrow; *Seascale*; the educational centre of *St. Bees*; and the town of *Whitehaven*. Here, too, passengers can exchange trains for the "*London and North Western*" services that run *via Burton-on-Holms*, *Milnthorpe*, and *Oxenholme Junction* to KENDAL and WINDERMERE. Carnforth is the seat of ironworks. At the station are a post and telegraph office, a bookstall, and refreshment-rooms. Hotel—The "Station." (Population—2,680.) Press—*Carnforth News*, 1884.

Leaving Carnforth we now perceive *Arnside Knott* far ahead to the right, but after passing SILVERDALE we find this huge hill on our left, with *Tarleton Knott* in the opposite direction, not far from ARNSIDE, whence a branch *via Sandside* extends to *Oxenholme*

and *Kendal*. At this point we gain our first view of the Lake mountains. Holme Island and Morecambe Bay may be seen on the left, while we cross the estuary of the Kent and approach

GRANGE-OVER-SANDS,

Fares from St. Pancras—	1st, 35/6; 3rd, 20/3.	Return—1st, 70/9; 3rd, 40/10.
“ “ Bristol—	33/4; “ 10/3.	“ “ 65/11; “ 36/7.
“ “ Leeds—	10/4; “ 5/10.	“ “ 19/11; “ 11/8.

168½ miles from Leicester, 149½ from Nottingham, 111 from Sheffield, 72½ from Leeds, and 64½ from Bradford. Grange, well



GRANGE-OVER-SANDS.

(From a photograph by Mr. G. W. Wilson, Grange.)

known as the “Torquay of the North,” is remarkable for its mild yet equable climate, sheltered situation, charming coast and inland scenery, and admirable accommodation for the higher class of visitors. Owing to its semi-rural, semi-marine character, it retains its attractions throughout the year, and as a wintering-place has become exceedingly popular. Within a few miles tourists can reach the ever-picturesque Lake District. Here are the parish church of St. Peter, a Roman Catholic church, and the Wesleyan chapel. The village is governed by a Local Board of Health. The chief hotel is the “Grange.” Here, too, are the “Hazelwood Hydropathic Establishment” and the “Grange Hydropathic Establishment.” Still hastening westwards, we rapidly pass KENT'S BANK and

CARK AND CARTMEL, to be remembered for its vicinity to Cartmel Church, a noble Gothic edifice, and the ruins of Cartmel Priory. Holker Hall, a seat of the Duke of Devonshire, is visible on our right, ere we approach the Leven. With the Lake mountains bounding the right distance, we run on by the Hill of Hoad, to

ULVERSTON

(For Lake Side and Conishead Priory),

Fares from Sheffield—1st, 17/6; 3rd, 9/4. Return—1st, 33/3; 3rd, 18/9.
 " " Leeds— " 12/2; " 6/5. " " 22/3; " 12/11.

159½ miles from Nottingham, 82½ from Leeds, and 74 from Bradford. Ulverston, the capital of the Furness district, is noteworthy for an imposing parish church, dedicated to St. Mary, and the Market Hall. In New Market Street is the General Post Office. Not far distant is *Conishead Priory*, a remarkably fine hydropathic establishment surrounded by a park of some fifty acres. In another direction is *Swarthmoor Hall*, familiar to the Friends as the home of George Fox, the worthy founder of the Society. Here passengers travelling by certain trains should exchange carriages for LAKE SIDE—the gate of the English Lake District—whence steamers sail to *Bowness* for *Windermere*, and *Ambleside*. Hotels—The "County" and the "Sun." (Population—9,948.) Press—*Ulverston Advertiser*, 1848; *Ulverston News*, 1883.

Moving onward, we pass through LINTON and DALTON, ere we reach the romantic "Valley of Deadly Nightshade," where on our right stand the picturesque ruins of FURNESS ABBEY, which is considered to be one of the finest ecclesiastical remains in England. Founded in 1127 by King Stephen for a brotherhood of Benedictine monks from Savigny, Furness subsequently adopted the tenets of the Cistercians, and until the Dissolution was recognised as one of the most influential monasteries of the North. Owing to their beautiful situation and exquisite examples of Gothic architecture the remains of Furness Abbey attract large numbers of visitors. The architectural bits best deserving attention are the lovely Early English work of the chapter-house, the Transitional Norman nave of the great church, and the Decorated details of its chancel. In the grounds adjoining the ruins is the "Furness Abbey Hotel." After emerging from a short tunnel we pass ROOSE, and reach

BARROW-IN-FURNESS

(For Ramsden Dock, Belfast, Douglas, Coniston, Ravenglass for Boot, Seascale, St. Bees, and Whitehaven),

Fares from St. Pancras—1st, 59/5; 3rd, 22/-. Return—1st, 76/5; 3rd, 44/-.
 " " Bristol— " 37/-; " 19/9. " " 51/7; " 29/9.
 " " Leeds— " 14/-; " 7/5. " " 25/7; " 14/10.

37½ miles from Leicester, 169 from Nottingham, 130½ from Sheffield 91½ from Leeds, and 83½ from Bradford. The busy

seaport of Barrow is one of the most progressive towns in the North of England. Its Municipal Buildings, an imposing Gothic pile, are in the principal thoroughfare, Duke Street, and not far distant is the School of Science and Art. Abbey Street extends for over two miles from the docks, in the direction of Furness Abbey. In the centre of the square formed by the junction of these streets is a bronze statue of Sir James Ramsden, the enterprising founder of the town and docks. It was erected by subscription. The principal centres of industry are the enormous works of the Naval Construction and Armaments Company, celebrated for the construction of some of the largest vessels afloat; the Barrow Hæmatite Steel Company's works, famous for their production of Bessemer steel; and the Barrow Flax and Jute Mills. The vast mineral wealth of the surrounding district of Furness has undoubtedly been one of the principal factors in its unprecedented prosperity. In connection with the iron trade a weekly Exchange is held on Monday. The Buccleuch, the Devonshire, and the Ramsden Docks possess a combined water-area of 270 acres; the latter being the place of departure for the Belfast and Isle of Man steam packets. Within a few miles are the ruins of Piel Castle and Walney Island. The "Imperial," the "Duke of Edinburgh," and the "Waverley Temperance" are the leading hotels. (*Population*—51,712.) *Press*—*Barrow Herald*, 1863; *Barrow News*, 1881.

Having paused at the *Town Station*, the "Midland Boat Express" continues its journey to the *Ramsden Dock*, where passengers and mails are quickly transferred to the Belfast or Douglas steamships. After our steamer has left the pier and passed the huge gates of the Ramsden Dock, it steams across the ancient harbour of Piel, and, leaving the sheltering island of Walney to the right, reaches the Irish Channel. After its pleasant sail over the ocean, the mail packet enters Belfast Lough, and steams onward to

BELFAST.

Donegal Quay

(*For Enniskillen, Londonderry, and North Ireland*),

Fares from *St. Pancras* via

Barrow—1st, 45/-; 3rd	28/3; 3rd, 21/-	Return—1st, 75/-; 3rd	45/0; 3rd, 35/3
" " Bristol—	" 37/1; and	" 20/3; " 18/3	" 70/2; and
" " Sheffield—	" 23/4; 8/-	" 18/1; " 11/-	" 39/11; 8/-
" " Leeds—	" 23/6; 10/0	" 18/2; " 10/8	" 39/-; 10/0

115 miles from Barrow, 402½ from London (*St. Pancras Station*), 303¼ from Leicester, 284½ from Nottingham, 245¾ from Sheffield, 207¼ from Leeds, 199¼ from Bradford, 416½ from Bristol, 324¾ from Birmingham, 220 from Manchester, and 478 from *St. Pancras Station* via Larne. Belfast is one of the busiest, largest, most wealthy, and withal most attractive towns of the Emerald Isle, and



ARMS OF BELFAST.

is generally acknowledged to be its commercial capital. The principal industry of Belfast, and, indeed, in the province of Ulster, is that of spinning linen yarn and manufacturing the cloth in all varieties of texture, from the finest cambric to the heavier descriptions of damask. Its shipbuilding and engineering interests also absorb a con-

siderable amount of capital, and furnish employment for a large number of skilled artisans, some of our finest ironclads having been constructed in the ship-yards of the Ulster metropolis. In addition to its connection with cotton-spinning, the manufacture of mineral waters, and other industries, the town has long been famous for typography, its presses having in 1705 produced the first Irish edition of the Bible. In 1737 this was followed by the *Belfast News-Letter*, the earliest newspaper published in Ulster. Belfast is likewise remarkable for numerous buildings identified with the higher branches of education, and has been termed "the Celtic Athens." Here are the magnificent pile of Queen's College, the Presbyterian Theological College, the Wesleyan Methodist College, and the Royal Academical Institution, which has incorporated the School of Art and the Museum. The chief town of Ulster is planned with wide and well-built thoroughfares, of which we may note the Royal Avenue, Donegal Place, Castle Place, and High Street. Its public offices include the Custom House and Post Office, the Municipal Buildings, the Commercial Buildings, and the White Linen Hall. Amongst its chief architectural attractions are numerous churches and chapels; also a noble clock-tower, known as the Albert Memorial, erected in memory of the late Prince Consort. Amongst the natives of Belfast have been Sir Samuel Ferguson (d. 1886), the Irish poet and antiquarian; Sir James Tennent (d. 1869), a statesman, and Mr. Alexander Turney Stewart (d. 1876), an American merchant and millionaire. Here, too, was born Lord Kelvin.

The vicinity of Belfast is rich in pleasant scenery, and tourists whose tastes and time permit them to spend a few days *en route* will find that the Antrim coast-road offers unbounded attractions. Amongst its most noticeable features are the little town and castle of Glenarm, Garron Tower, the exquisite Vale of Glengariff, the fascinating surroundings of Ballycastle, the ruins of Kenbane, the rocks of Carrick-a-Rede, Bengore Head—with Dunseverick Castle on its breaker-washed site—Rathlin Island, Doon Point, and the picturesque remains of Dunluce Castle overlooking the ocean.

Nearer Belfast are the summits of Divis Mountain and Cave Hill, affording grand prospects over the counties of Antrim and Down, divided by Belfast Lough, which is dotted with countless sails. Falls Park and the beautiful expanse of Ormeau Park are two of the favourite public resorts. Not far from Queen's College are the Botanic Gardens. The agents for the "*Midland Railway*" are Messrs. James Little and Company, 1, Albert Square, Belfast.

Railway communication between Belfast and DUBLIN is afforded by the popular "*Great Northern of Ireland*" system, via



THE PRESBYTERIAN COLLEGE, BELFAST.

Dundalk and Drogheda. The "*Belfast and County Down*" line extends through *Downpatrick* and *Dundrum* to the salubrious and sheltered bathing resort of *Newcastle*, noted for the facility it affords for charming rambles over the Mourne Mountains. The "*Belfast and Northern Counties Railway*" is the principal route for the more majestic coast scenery of northern Antrim and the ever-entrancing recesses of the Donegal Highlands. Steaming northwards, we may pass *Antrim* with its round tower, and the splendid domains of *Antrim Castle*; while *O'Shane's Castle* is near the shores of *Lough Neagh*. *Ballymena* and *Coleraine* are succeeded by the fashionable watering-place and noble hotel of *Portrush*, whence the cars of an electric tramway afford access to those marvellous piles of basaltic rocks known as the *Giant's Causeway*.

Skirting the northern shores of Ireland, our route now leads to *Castlerock*, a charming seaside resort on the coast of Derry, and by the Magilligan rocks and Bellarena cliffs, over which are grand views of the Atlantic, we hasten to the maiden city of LONDONDERRY, for the scenery of Loughs Foyle and Swilly. Hence we may go forward to the splendid fishing streams and wild but enchanting scenery of the Donegal Highlands, collect geological treasures at Malin Head, climb Mount Errigal, linger by the shores of Dunlewy Lake, wander by the salmon leaps of Ballyshannon, and view the hoary ruins of Rathmullan Abbey or the stately remains of Donegal Castle. Turning southward by the "*Great Northern*" line, we can then approach ENNISKILLEN by the silvery expanse of Lough Erne, the Irish Windermere, covering 28,000 acres, and graced by its hundred islands. From Enniskillen westward we may penetrate to Commemara, or eastward can return by one of the many routes to Belfast. An alternative journey to Belfast (*York Road Station*) is afforded by the "Short Sea Route" *via* Stranraer and Larne. (See pages 179 to 182.) The leading hotels of the Ulster metropolis are the "Imperial," the "Grand," the "Royal Avenue," the "Royal," the "Queen's," and the "Eglinton and Winton."

Daily Press—*Belfast Evening Telegraph*, 1870; *Belfast Morning News*, 1855; *Belfast News-Letter*, 1737; *Belfast Northern Whig*, 1824; *Irish News*, 1890; *Ulster Echo*, 1874. Weekly—*Belfast Mercantile Journal*, 1807; *Belfast Weekly News*, 1855; *Belfast Weekly Telegraph*, 1873; *Irish Weekly*, 1890; *Weekly Examiner*, 1855; *Weekly Northern Whig*, 1858.

Passengers returning to England by the Barrow route will leave *Donegal Quay* by the mail steamer which arrives at Barrow in connection with the early morning expresses for all parts of Lancashire and Yorkshire, also for London and the West of England. Seeing that we purpose describing the popular "Short Sea Route to the Isle of Man," we may re-embark on one of the packets of the Barrow service, and after a most enjoyable sail of some two and a half hours enter the bay of

DOUGLAS, *Victoria Pier*

(*For Castletown, Port Erin, Peel, and Ramsey*),

Fares from St. Pancras *via* Barrow —1st, 35/-; 3rd, 24/- Return—1st, 64/6; 3rd, 38/6.
" " " Liverpool— " 35/-; " 20/- " " 68/6; " 38/6.

46 miles from Barrow-in-Furness, 333 from St. Pancras, and 346½ from Bristol. About equidistant from England, Scotland, and Ireland is the attractive Mona's Isle. Although accessible by several more or less convenient routes, it is generally acknowledged



ARMS OF THE ISLE OF MAN.

that amongst the most popular are the "*Midland*" express service *via* Barrow, and the "*Royal Mail*" service *via* Liverpool. During the present century Manxland has been increasingly frequented by visitors, who appreciate its mild climate, beautiful scenery, and, we may add, economical expenditure for high-class accommodation. The island, which is surrounded by the waters of St. George's Channel, is, from the Point of Ayr to Spanish Head, some thirty-five miles in length, and its greatest width is about twelve miles. Over this small area is spread every variety of mountain, glen, river, and coast scenery.

For a means of transit we may avail ourselves of an excellent system of narrow-gauge railways, which possess numerous village stations and centre at DOUGLAS, the principal town of the island, whence they run southward through *Port Soderick*, with its lovely glen, to *Castletown*, the capital, famous for its perfect mediæval stronghold of Castle Rushen, the remains of Rushen Abbey (about two miles distant), and the remarkably handsome pile of King William's College, founded in 1668, at Langness, and now recognised as one of the leading educational centres of the nineteenth century. At our southern stations of *Port St. Mary* and *Port Erin* we are within reach of the majestic rock scenery of the southern coast, including the grand promontory of Spanish Head, the Chasms, the Sugar-Loaf, and the Thousla Rocks.

Eastwards from Douglas is the line that runs near to the picturesque scenery of Glen Helen—where are some fifteen miles of ornamental walks, the Rhenass waterfall, and choice bits of river scenery—by *St. John's*, the junction for Ramsey—to the ancient fishing-town of *Peel*, a picturesque cluster of red sandstone buildings, with an extensive harbour, at times crowded with its fleet of fishing-boats. Peel is especially noteworthy for the magnificent ruins of its ancient castle and cathedral. Near Peel are the Foxdale lead-mines, Glen Meay Waterfall, and Tynwald Hill, a quaint erection of terraced turf, where the laws promulgated by the House of Keys are read annually on the 5th of July.

Rejoining the railway at *St. John's*, we skirt the cliff on the western coast till we reach *Kirk Michael*, with its fine church, where are some Runic memorials and the tomb of the revered Bishop Wilson of Sodor and Man. At *Ballaugh* is the Bishop's court, and further on *Sulby Glen*, with its most charmingly-picturesque ravine, and the adjacent mountain of Snaefell, or the Snow Mountain (2,924 feet). At the quiet seaside bathing resort of *Ramsey* we may visit the Albert Tower on Frissell's Hill, and

stroll to St. Maughold's Well by the steep cliffs of Maughold Head.

Returning to *Douglas*, we can climb to the vantage-points of Douglas Head and gaze over two miles of magnificent bay, with its fine piers, picturesque tower of refuge, and grand sweep of the Loch promenade, to the distant Onchan cliffs. Over the sloping ground that rises from the shore are well-built streets, fine villa residences, and good hotels, with far-reaching sea views; beneath is the quaint little harbour and oddly-assorted buildings of the old



DOUGLAS HARBOUR.

town, and far away loom the range of Maux mountains. Other attractive destinations are the Glen of Dhoon, the Falls of Ballaglass, and the huge water-wheel of Laxey Glen, also Kirk Braddan and the Nunnery Grounds. Hotels—The “Castle Mona,” the “Fort Anne,” the “Royal,” the “Peveril,” the “Villiers,” the “Grand,” the “Athol,” the “Regent,” the “Granville,” the “Central,” and the “Belvedere” temperance hotel. (*Population*—55,598.)

Press—*Isle of Man Examiner*, 1880; *Isle of Man Times*, 1849; *Manx Sun*, 1821; *Mona's Herald*, 1833.

(For an illustration of King William's College, see *Panoramic Map*, Section I.)



MAP
OF
THE LAKE DISTRICTS
OF
LANCASHIRE, WESTMORELAND, & CUMBERLAND,
IN DIRECT CONNECTION,
BY THE
EXPRESS SERVICES
OF THE
MIDLAND RAILWAY,
WITH
LONDON
(*St. Pancras Station*),

LIVERPOOL
(*Exchange Station*),

MANCHESTER
(*Victoria Station*),

ST. ALBANS,	DERBY,	SHEFFIELD,
LUTON,	BURTON,	YORK,
BEDFORD,	BIRMINGHAM,	CHESTERFIELD,
CAMBRIDGE,	WORCESTER,	LEEDS,
KETTERING,	MALVERN,	BRADFORD,
LEICESTER,	HEREFORD,	BLACKBURN,
LOUGHBOROUGH,	SWANSEA,	CARLISLE,
LYNN,	CHELTENHAM,	GLASGOW,
PETERBOROUGH,	GLOUCESTER,	EDINBURGH,
LINCOLN,	BRISTOL,	DUNDEE,
NEWARK,	BATH,	ABERDEEN,
NOTTINGHAM,	BOURNEMOUTH,	INVERNESS,

THE WEST OF ENGLAND,
AND THE
CONTINENT OF EUROPE

When Ordering Grocery,
BE CAREFUL TO ASK FOR

FRY'S ^{Pure} ^{Concentrated} COCOA



A WISE HOUSEKEEPER

"Be sure to send Fry's pure concentrated cocoa."

THE ENGLISH LAKE DISTRICT EXPRESSES.

SECTION VI.—LONDON (*St. Pancras*), LUTON, BEDFORD, NORTHAMPTON, WELLINGBOROUGH, KETTERING, LEICESTER, NOTTINGHAM, DERBY, SHEFFIELD, LEEDS, BRADFORD, KEIGHLEY, AND SKIPTON TO HELLIFIELD; ALSO FROM LIVERPOOL (*Exchange Station*) AND MANCHESTER (*Victoria Station*), BOLTON (*Trinity Street*), AND BLACKBURN TO HELLIFIELD, CARNFORTH, AND LAKE SIDE FOR BOWNESS, WINDERMERE, AMBLESIDE, GRASMERE, AND KESWICK; *via* BARROW AND FOXFIELD JUNCTION TO CONISTON, *via* RAVENGLASS TO BOOT, AND *via* SEASCALE TO ST. BEES AND WHITEHAVEN: ALSO FROM PLYMOUTH, EXETER, BRISTOL, BOURNEMOUTH, BATH, GLOUCESTER, CHELTENHAM, WORCESTER, BIRMINGHAM (*New Street*), TAMWORTH, AND BURTON-UPON-TRENT TO DERBY, SHEFFIELD, AND LEEDS, IN CONNECTION WITH THE SERVICES FROM LONDON TO THE ENGLISH LAKE DISTRICT.



VISITORS to the English Lake District who decide on travelling thence *via* the "*Midland Railway*," will find that its express services to Lake Side, on the southern shore of Windermere, afford a delightful journey towards the borders of Lakeland, and likewise bring them into immediate touch with the beauties of its scenery. The convenient steamers of the "*Furness Railway Company*" depart from *Lake Side Station* immediately after the arrival of the trains from the South, and pause at Bowness for Windermere ere they reach their northern destination at Ambleside, another favourite centre for tourists to the mountains, fells, and waterfalls of fair Westmoreland. At Ambleside passengers may join the various conveyances that provide the means of communication with Coniston, also with Patterdale for Ullswater. A delightful coach drive which permits glimpses

of Rydal Water, Grasmere, and Thirlmere, leads to Keswick, the metropolis of the Cumbrian Lake Country, which claims as its own the mountain monarch of Skiddaw, the romantic recesses of Borrowdale, and the silvery lakes of Derwentwater, Bassenthwaite, Crummock Water, and Buttermere, with other typical scenes of Lakeland beauty. From Penrith a short trip by railway provides communication with Penrith, whence a coach drive may be taken to Ullswater. From Penrith a ride of twenty-five minutes over the metals of the "*North Eastern Railway*" conveys passengers to Appleby, a small town on the Settle and Carlisle line of the "*Midland Railway*."

Beyond the many and varied charms that are rendered accessible to tourists who travel by way of Lake Side, those who avail themselves of the popular "*Furness Railway*" can also reach the ruined remains of Furness Abbey; the picturesque precincts of Coniston, overshadowed by the well-known Old Man mountain; and the charms of solitude that distinguish wild Wastwater. Still farther northward they may come to the pleasant little watering-place of Seascale, on the eastern shore of the Irish Sea; the ancient priory church and collegiate foundation of St. Bees; and Whitehaven, the chief colliery centre and seaport of Cumberland.

LEAVING LONDON (*St. Pancras Station*) for the English Lake District, we can travel either *via* LEICESTER or *via* NOTTINGHAM to SHEFFIELD and LEEDS. Passengers from BOURNEMOUTH, BATH, and BRISTOL reach the same points *via* GLOUCESTER, CHELTENHAM, WORCESTER, BIRMINGHAM, and DERBY. The "*Lake District Expresses*" which depart from LEEDS and BRADFORD then proceed through KEIGHLEY and SKIPTON to HELLIFIELD, where they may be joined by passengers from LIVERPOOL (*Exchange Station*), MANCHESTER (*Victoria Station*), BOLTON, and BLACKBURN. Our journey now lies over the same lines as those which have been noticed in connection with the "*Barrow and Belfast Boat Express*"—namely, *via* LONG PRESTON, GIGGLESWICK, CLAPHAM, BENTHAM, WENNINGTON, MELLING, ARKHOLME, and BORWICK to CAENFORTH, where connections can be made with the "*London and North-Western*" trains to KENDAL and WINDERMERE. We then hasten westward by SILVERDALE, ARNSIDE, and across the estuary of the Kent to the charming little watering-place of GRANGE-OVER-SANDS. Enjoying delightful views over Morecambe Bay, we now speed through KENT'S BANK, and, after passing CARK AND CARTMEL, we may perceive Holker Hall on our right, shortly before we cross the Leven, and, gazing northward, gain a grand view of the Lake mountains. A junction on our right is used by certain expresses that travel direct to WINDERMERE (*Lake Side Station*), but the

trains more often run into ULVERSTON. Thence we retrace our course, ere we diverge from the main line and ascend the Leven estuary to GREENODD. Skirting the river, we speed onwards to HAVERTHWAITE, and, running by Newby Bridge, approach

LAKE SIDE

(For Bowness, Windermere, Ambleside, Grasmere, Rydal Mere, Ullswater, Keswick, and the Cumberland Lakes),

Fares from St. Pancras — 1st, 27/-; 3rd, 21/3.				Return — 1st, 53/4; 3rd, 42/-.			
" "	Bristol —	" 30/-	" 19/6.	" "	60/11	" 39/-	
" "	Leicester —	" 24/3	" 14/1.	" "	47/9	" 29/2.	
" "	Nottingham —	" 23/-	" 12/3.	" "	44/10	" 25/4.	
" "	Sheffield —	" 18/-	" 9/3.	" "	34/-	" 19/3.	
" "	Leeds —	" 12/4	" 6/5.	" "	23/8	" 12/11.	
" "	Bradford —	" 11/9	" 5/11.	" "	21/8	" 11/10.	

187½ miles from Leicester, 169 from Nottingham, 130½ from Sheffield, 91½ from Leeds, and 83½ from Bradford; also 6 miles from Bowness for Windermere, 10½ from Waterhead for Ambleside, 15½ from Grasmere, and 27½ from Keswick. Although Lakeland tourists can continue their journeys by a charming sail northwards to Bowness or Ambleside, those who elect to remain for a few days at Lake Side will have little reason to regret their choice. A most pleasant place of sojourn is the "Lake Side Hotel," a comfortable and well furnished hostelry attractively situated upon the margin of the water (*See map, page 260*). The "Swan Hotel" is at Newby Bridge. The charming valley of the Leven, the wooded slopes that rise from the shores of WINDERMERE, and the entrancing prospects of lake and mountains visible from such view-points as Finsthwaite Tower and Gummer's How (1,054 feet), are all within the compass of a morning ramble or an evening stroll; while the district is likewise noteworthy as a centre for driving, boating, or fishing. Windermere is by many considered the queen of the English Lake Country. Before embarking upon one of the delightful steamers that afford a sail over its waters, we cannot do our Lakeland tourists a better service than to recommend "*The English Lake District*" of the "Thorough Guide Series," by Mr. M. J. B. Baddeley, B.A., as a pocket volume that abounds in reliable information, and is furnished with excellent maps.

Looking northward from the pier at LAKE SIDE, we may discern the well-known summits of the Lake mountains—Fairfield (2,863 feet), Red Screes (2,541 feet), and Ill Bell (2,476 feet), the most conical peak of the High Street range. Sailing onwards, with Finsthwaite on our left and Gummer's How to the right, we presently perceive Helvellyn (3,118 feet) to the left of Fairfield, and after leaving the little island of Blake Holme on our right, discern the Old Man (2,633 feet) of Conistone to the westward. Then, further away to the north-west, tower Wetherlam (2,502 feet), the monarch



THE FERRY NAP, WINDERMERE.

of English mountains Scafell Pike (3,210 feet), and Bowfell (2,960 feet). Clearing Raulinson Nab, we now approach Storrs, with its miniature temple, around which clusters the tradition of that grand August day in 1825 when Southey, Wordsworth, Professor Wilson, and Canning met to honour Sir Walter Scott, the "Wizard of the North," by the spectacle of a Lake Country regatta. After clearing Ramp Holme we pause at the *Ferry*, with its background of wooded hill. Here is the "New Ferry Hotel." At this point passengers for *Hawkshead* or *Coniston* can join the local coach services, ere we steam onwards between Belle Isle and the shore of Westmoreland to

BOWNESS

(For *Windermere*, *Esthwaite*, *Hawkshead*, and *Coniston*.)

Fares from St. Pancras—1st, 37/6; 3rd, 22/-. Return—1st, 74/4; 3rd, 44/-.

6 miles from Lake Side, $4\frac{1}{2}$ from Waterhead for Ambleside, $9\frac{1}{2}$ from Grasmere, and $21\frac{1}{2}$ from Keswick. BOWNESS and WINDERMERE, the latter on the higher lands some 300 feet above the lake, and the former nestled close to its picturesque shore, are so closely connected that they might unitedly be spoken of as forming one pretty little Lakeland town. Windermere is certainly to be commended for its grand prospects, especially for the view from Orrest Head. Bowness, the headquarters of the Windermere Yachting Club, is a charming little lakeside resort in great favour with boating men, also with those who contemplate trips *via* Ferry Nab and the Ferry to ESTHWAITE, HAWKSHEAD, and CONISTON. Upon the lake may be found every description of craft, including two hundred licensed pleasure boats. Anglers can usually depend on good fishing. The steamers that depart from Bowness pier afford many charming water trips. Amongst landward attractions are coach drives, mountaineering tours, and rambles near to the lake. One of the leading hotels at Bowness is the "Belsfield," a palatial building, originally erected as a private mansion. It stands within some eight acres of picturesque and well-timbered grounds that contain many charming view-points. Its magnificently decorated interior is certainly remarkable for the artistic character of its general appointments, also for its costly furniture (*See map, page 260*). Another commendable hostelry is the "Old English Hotel," and we should also mention the "Royal," the "Crown," and the "New Ferry." "Rigg's Hotel" is at Windermere. The "Windermere Hydropathic Establishment" is centrally situated in Bowness. Press—*Lakes Chronicle*, 1875.

Resuming our journey by the steamer that sails towards Ambleside, we enter upon a magnificent panorama of the richest Lakeland scenery, in which water, woodlands, hills, and mountains compose

countless matchless pictures. Looking northward, we are faced by Nab Scar (1,000 feet), Fairfield (2,863 feet), and Scandale Fell (1,650 feet)—a grand trio of mountains. Passing two small islets, respectively known as Hen Holme and Lady Holme, we soon leave Millerground Bay with the village of Windermere scattered along Orrest Head on our right as we sail onwards by the Vale of Troutbeck, which lies at the foot of Wansfell (1,597 feet). Upon the western shore is Wray Castle, a modern mansion, while far away tower the stately Langdale Pikes (Harrison Stickle, 2,401 feet, and Pike o' Stickle, 2,323 feet). Again may we discern Bowfell and Scafell Pike, also Great Gable (2,949 feet), Crinkle Crags (2,816 feet), the Pike o' Blisco (2,323 feet), Wetherlam, and the Old Man. After a brief pause at the beautifully-situated "Low Wood Hotel" our boat floats northward by Wansfell, which is richly mantled with woodlands. On our left is Brathay Hall, and Loughrigg (1,101 feet) closes our northward view as we draw near to the *Waterside Pier* at

AMBLESIDE

(For *Hawkeshead and Coniston*; *Haweswater and Ullswater*; also for *Grasmere, Rydal Mere, and Keswick*),

Fares from St. Pancras—1st, 39/-; 3rd, 23/-. Return—1st, 76/1; 3rd, 45/-.

10½ miles from Lake Side, 4½ from Bowness for Windermere, 8 from Coniston, 4 from Grasmere, 16 from Keswick, and 10 from Ullswater. Here are to be found conveyances for all parts of the district, which is principally served by Taylor's excellent coaches. If a tourist desires to plant himself in a convenient centre for rambles or drives through the beautiful English Lakeland, he will do well to consider the claims of picturesque Ambleside. Mr. James Payn—whose delightful handbooks to the Lake District are valuable additions to our topographical literature—tells us that Ambleside "forms the axle of a wheel of beauty, every one of the spokes of which has a different character from that of its neighbour. The mountain heights above Kirkstone, the level valley of the Rothay, the sloping recesses of the Langdales, the glens that strike away through the hills of Grasmere—are each of them within a walk of the little town, and each without a rival in their particular charms." On all sides but the south Ambleside is encompassed by lofty fells, of which Wansfell to the east, and Loughrigg on the west, are the most accessible view-points. Troutbeck and Jenkin Crag also deserve notice. Within a short walk is Stock Gill Force (100 feet), which after heavy rains is a most picturesque waterfall. A longer excursion will lead through the pretty Rothay Valley to Pelter Bridge, and thence by Fox How, the favourite Lakeland home of Dr. Arnold; and Fox Ghyll, equally well known as the residence of the late Rt. Hon. W. E. Forster; to the scenery of

Rydal Falls (60 feet). The walk through Scandale Glen to Scandale Beck is an attractive tourist route; while more distant are the Langdales, Dungeon Gill (60 feet), and the Shire Stones of Wrynose Pass that mark the boundaries of Lancashire, Westmoreland, and Cumberland; also Wasdale Head, Eskdale, and Brathay Bridge.

Numerous well-appointed coach and *char-à-banc* services emanate from Ambleside. Those that travel by way of *Waterhead* and *Low Wood* have their terminus at BOWNESS or WINDERMERE. Another favourite coach trip is via *Kirkstone Pass* (1,500 feet) to PATERDALE for the lovely scenery of LAKE ULLSWATER, one of the largest meres in Cumberland. Here are such mountain monarchs as St. Sunday Crag (2,756 feet), Place Fell (2,154 feet), and Helvellyn (3,118 feet); also the foliage-mantled cliff of Stybarrow Crag, and Aira Force (70 feet), a charming waterfall. The leading hotels of Patterdale are the "Ullswater" and the "Patterdale." A third route is that which extends through HAWKSHEAD to CONISTON. Then we have a delightful circular drive that embraces the Langdales and Dungeon Gill. Lastly, we have to notice the next stage of our journey northward, the chief line of communication that extends between the southern and the northern sections of the Lake District, i.e. between the waters of Westmoreland and Cumberland.

Presuming that we depart from WATERHEAD by one of the Keswick coaches which meet the boat that sails from *Lake Side Station*, we shall soon be transported to AMBLESIDE, whence through the Rothay Valley we reach the pretty village of Rydal, where is Rydal Mount, the home of the poet William Wordsworth, who resided here from 1817 until his death in 1850. Then, bearing westward through the defile that lies between Nab Sear and Loughrigg, we gain a view of RYDAL WATER, ere we enter

GRASMERE,

15½ miles from Lakeside, 12½ from Coniston, 9½ from Bowness for Windermere, 5 from Waterhead, and 4 from Ambleside. One of the most charming centres for those who contemplate pedestrian excursions towards the waters and fells of Lakeland is the little village of Grasmere, situated near to a miniature and mountain-girt lake that surrounds its one green islet. Helm Crag, distinguished by its fantastically-shaped rocks, Silver How, the Langdales, Coniston, Haweswater, or Ullswater, may be reached by excursions from Grasmere. The churchyard, with its simple tombstone in memory of the great Lakeland bard, William Wordsworth (d. 1850), will remind us that from 1799 to 1813 the poet had his home within reach of the tiny lake, and loved to wander thence towards Loughrigg Terrace, one of his favourite view-points, still marked by

Wordsworth's Seat. Here, too, is the cottage where—from 1808 to 1830—lived the brilliant essayist, Thomas De Quincey, who penned some graphic word-pictures of the Lake Poets, and died in 1859 at Edinburgh. Hotels—the “Prince of Wales” and the “Rothay.”

Soon after leaving Grasmere our coach commences the steep ascent towards Dunmail Raise (780 feet), that marks the boundary-line between the counties of Westmoreland and Cumberland, near which, to the left, is a cairn marking the grave of Dunmail, reputed to be the last king of Cumberland. Here, too, we gain a grand view of Thirlmere, and distant Skiddaw. Within another two miles we come to Wythburn, ere we approach THIRLMERE, soon to furnish a water-supply for Manchester. For more than a mile we skirt the lake under the lee of Helvellyn, until we gain a charming prospect of the Vale of St. John, the course of the Greta. Still travelling onward we approach Smeathwaite Bridge, whence we discern the grand “Castle Rock,” that inspired Sir Walter Scott's graphic lines in the “*Bridal of Triermain*.” This delightful drive now reaches its grand *finale*, when our coach, reaching the summit of Castlerigg, affords one of the most beautiful prospects in Lakeland. Far away over the fertile Vale of Keswick, that here



GRASMERE CHURCH.

lies between Derwentwater and Bassenthwaite, rise Skiddaw, the fells of Buttermere, Crummock, and Ennerdale, the summits of Scafell and Great Gable, Causey Pike, and the verdant slopes of Catbells. From our glorious vantage-point we now rapidly descend to

KESWICK

(*For Derwentwater, Borrowdale, Buttermere, Crummock Water, and Bassenthwaite; Cockermouth and Workington; also for Penrith and Appleby*),

Fares from St. Pancras via Ambleside or Appleby—1st, 42/7; 3rd, 24/1. Return—1st, 81/-; 3rd, 48/2.

27½ miles from Lakeside, 21½ from Bowness, 17 from Waterhead, 16 from Ambleside, 12½ from Grasmere, and 23 from Coniston. The capital of the Cumbrian Lake Country is a little town that stands upon a site once covered by a Roman station, and in later centuries by a settlement of German miners. But doubtless its greater celebrity has been derived from its associations of forty years with worthy Robert Southey, who resided at Greta Hall until his death in 1843, and whose remains rest in the neighbouring church of Crosthwaite. It was likewise a home of that singular genius, Samuel Taylor Coleridge, the poet. Mrs. E. Lynn-Linton is also a native of Keswick. More recently, as the scene of the annual Keswick Convention, here established in 1875 by the late Rev. Canon T. D. Harford-Battersby, the little town has become a well-known rallying-point for evangelical Christians of all denominations. The chief buildings of Keswick are the parish church, the Town Hall (where is Flintoft's model of the Lake District), and the Library and Reading-room in St. John's Street. Pettitt's Art Gallery, in the Ambleside Road, contains many charming photographic studies of Lakeland. Both Mayson's and Abraham's models of the Lake District are in the Lake Road. Fitz Park is a pleasant recreation-ground. Other local attractions are the lead pencil manufactories, which are open to the inspection of visitors.

While the neighbourhood of Keswick abounds in luxuriant lake and mountain scenery, its chief attraction is derived from its vicinity to Derwentwater, the beautiful queen of the Cumbrian meres. It is difficult to decide whether this peerless lake is best viewed from the surrounding heights or from the surface of its waters, with their lovely fringe of wooded cliffs and grassy slopes that merge into the outline of the more distant fells. Neither should we forget to record the fact that Lord's Island bearing the ruined mansion of the Earls of Derwentwater and the green isle of St. Herbert, are associated with touching legends that confer an additional charm upon their romantic surroundings. Although the view of Derwentwater from Applethwaite was that which most commended its beauties to the poet Southey, the better, and in many ways more commanding vantage-points are Castle Head (529 feet) and the Friar's Crag.

Other features of interest are the famous falls of Barrow (108 feet) and those of Lodore (90 feet), the latter having inspired the poetic muse both of Southey and Wordsworth. Near to the western shore of the lake is the little hamlet of Portinscales, where is the "Derwentwater Hotel." Within easy reach of Keswick are Latrigg (1,203 feet), Dodd Fell (1,612 feet), Skiddaw (3,054 feet), Lord's Seat (1,811 feet), Causey Pike (2,000 feet), and Catbells (1,482 feet). Two longer but attractive mountain expeditions



DERWENTWATER.

(From a photograph by Messrs. Poulton & Sons, London.)

respectively lead over the Sticks Pass (2,420 feet) to Patterdale, or by the Whinlatter Pass (1,040 feet) to Buttermere. Some two miles from Keswick are the Druids' Stones.

Perhaps one of the chief arguments in favour of Keswick as a tourist centre is the fact that it affords the natural entrance into the picturesque recesses of BORROWDALE, a mountain district of singular interest. Leaving the southern shore of Derwentwater, not far from which are the "Lodore" and the "Borrowdale" hotels, we ascend the valley of the Derwent to Grange, and within a mile southward reach the Bowder Stone, a curiously-poised mass of rock, and Castle Crag, that marks the site of a Roman fortress. *Rosthwaite*, where are the "Scawfell" and the "Royal Oak" hotels, is a favourite haunt of mountaineers, being one of the best points from which to depart for the ascents of Scafell Pike (3,210

feet) the loftiest peak in England, Great Gable (2,949 feet), Brandreth (2,344 feet), Kirkfell (2,631 feet), Grey Knotts (2,287 feet), and Fleetwith (2,123 feet). Although we can continue our course over Sty Head Pass (1,600 feet) and Glaramara (2,560 feet) towards Wasdale and the wild rock scenery that masses itself at the head of **WASTWATER**, we shall more probably adopt the route across Honister Pass (1,190 feet) into the mountain amphitheatre that encircles **BUTTERMERE**, a charming little lake overshadowed



BORROWDALE.

(From a photograph by Messrs. Poulton & Sons, London.)

by the lofty summits of High Stile (2,643 feet), Red Pike (2,479 feet), and High Crag (2,443 feet). The mountains are here traversed by wild rocky passes, of which the more noteworthy are Black Sail (1,800 feet), Scarf Gap (1,400 feet), and Buttermere Hause (1,096 feet). Here are the "Victoria" and the "Fish" hotels. Within a mile we may now reach the attractive shores of **CRUMMOCK WATER**, nearly three miles in length, girded by warmly-tinted scree and steep green fells; while not far distant is Scale Force (125 feet), one of the finest waterfalls of Lakeland. Grasmoor (2,791 feet), Whiteside (2,317 feet), and Whiteless Pike (2,159 feet), are the principal peaks of the district. About half a mile from the northern shore of the lake is the "Scale Hill Hotel," and some two miles to the north-west is **LOWESWATER**. Rather farther in a south-westerly direction is **ENNERDALE WATER**, a pretty little

lake at the foot of the precipitous Pillar (2,927 feet). Our return journey to Keswick may be taken either through the Vale of Newlands or by Scale Hill and Lorton Fell.

Before leaving Keswick we should remark that coaches depart thence each weekday for *Grasmere, Ambleside, and Waterhead*; also to *Windermere and Bowness*. Omnibuses afford communication with *Grange* at the entrance to Borrowdale, and *chars-à-banc* are run through Borrowdale to *Buttermere*. Frequent trains run to *Bassenthwaite, Cockermouth* and *Workington*. At the railway station are a letter-box, a telegraph office, and a bookstall. The chief hotels are the "Keswick," the "Queen's," the "Royal Oak," the "Lake," the "King's Arms," and the "George"; also the "Skiddaw" and "Blencathra"—temperance hotels. (*Population—3,905.*) Press—*English Lakes Visitor*, 1877.

Leaving Keswick, we will travel over the "*Cockermouth, Keswick and Penrith*" line towards Penrith. After ascending the beautiful valley of the Greta we pause at THRELKELD, where passengers may alight for the ascent of Saddleback (2,847 feet). Then by TROUTBECK—whence during the summer a coach departs for *Ullswater*—PENRUDDOCK, and BLENCOW, we reach PENRITH (*For Appleby and all stations on the "Midland Railway"*), whence admirable coach services run to *Pooley Bridge*, at the head of ULLSWATER and but six miles from Penrith. From this point the lake steamer provides a delightful sail over the three reaches of water that successively afford a glorious panorama of scenery extending for some seven-and-a-half miles to PATTERDALE, where are the "Ullswater" and the "Patterdale" hotels. By joining the coach services from Patterdale, that travel *via* the Kirkstone Pass (1,500 feet), tourists can now reach AMBLESIDE. Hence they may sail over Windermere from *Waterhead* to LAKE SIDE, where they can avail themselves of connections with the express trains of the "*Midland Railway*" for the South, the East, and the West of England. At ULVERSTON they can also join the "*Furness*" services that afford the means of communication with *Barrow-in-Furness, Coniston, Seascale, St. Bees, and Whitehaven*.

Passengers desiring to travel southward over the picturesque "Settle and Carlisle Route" of the "*Midland Railway*" may at Penrith join the services which by way of *Clifton, Cliburn, Temple Sowerby, and Kirkby Thore*, afford communication with APPLEBY. Here they can effect connections with the "*Midland Expresses*" for Lancashire, Yorkshire, the Midland Counties, the West of England, and London (*St. Pancras Station*). At Penrith are the "George" and the "Crown" hotels.

FROM NORTH TO SOUTH.

(For the position of Bournemouth, see Map, Section 1.)

FAST TRAINS RUN FROM
LIVERPOOL AND
MANCHESTER, LEEDS,
BRADFORD, YORKSHIRE,
SHEFFIELD, NOTTINGHAM,
THE NORTH, GLASGOW,
AND EDINBURGH, &C.,
THROUGH DERBY AND
BIRMINGHAM,
TO

BOURNEMOUTH

ITS ATTRACTIONS
FOR
RESIDENCE.



VIEW IN THE GARDENS, BOURNEMOUTH.

(From a photograph by Atell and Kidey, Bournemouth.)

BOURNEMOUTH possesses many attractions for residence. Its charming aspect and sheltered position, the delightful and health-promoting climate, impregnated with ozone and the resinous properties of the Pine Forests, together with the excellent condition of the sanitary arrangements and water supply, have led to the bestowal of the highest eulogy by the leading members of the medical profession in favour of Bournemouth as a residential and wintering resort. The Town has been admirably laid out, is well governed by an enterprising Corporation, and possesses good schools and residential properties, in favourable positions, to meet the varied requirements of house-seekers. An excellent train service connects Bournemouth with all parts of the North, with London, and with the West.

A LIST OF HOUSES AND OTHER PROPERTIES TO LET OR SELL,
AND OF APARTMENTS, WILL BE FORWARDED FREE, ON RECEIPT OF STAMP, BY

HANKINSON AND SON,
AUCTIONEERS, SURVEYORS, HOUSE AND ESTATE AGENTS,
VALUERS, STOCK AND SHARE BROKERS,
RICHMOND CHAMBERS, BOURNEMOUTH.
VALUATIONS FOR PROBATE OR MORTGAGE.

For Bournemouth, see page 372.

FROM NORTH TO SOUTH.

(For the position of Bournemouth, see Map, Section 1.)

FREQUENT FAST
AND CONVENIENT
TRAINS
FROM
EDINBURGH,
GLASGOW,
MANCHESTER, LEEDS,
LIVERPOOL,
BRADFORD,
YORKSHIRE,
SHEFFIELD,
THE MIDLANDS,
THROUGH
DERBY AND
BIRMINGHAM,
TO



THE INVALID'S WALK, BOURNEMOUTH.

(From a photograph by Miel & Ridley, Bournemouth.)

BOURNEMOUTH.

WHERE TO STAY.

THE "IMPERIAL."

THE APPOINTMENTS OF THIS ESTABLISHMENT ARE UNSURPASSED.

STANDING in its own grounds of two acres in extent, upon the plateau of the favourite East Cliff, in an elevated and sheltered position. Admitted to be the finest climate in the Town.

100 ROOMS, LUXURIOUSLY FURNISHED. ELECTRIC LIGHT.

TENNIS. STABLING. NIGHT PORTERS.

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Apply, THE MANAGER.

THE PROPRIETOR has also PRIVATE FURNISHED RESIDENCES and APARTMENTS available in close proximity to THE "IMPERIAL."

THE NORTH, THE MIDLAND COUNTIES, AND THE WEST SERVICES.

SECTION VII.—NEWCASTLE-UPON-TYNE, SCARBOROUGH, YORK, HULL; INVERNESS, PERTH, ABERDEEN, DUNDEE, EDINBURGH, GLASGOW, BRADFORD, LEEDS, SHEFFIELD, MANCHESTER, SOUTHPORT, LIVERPOOL, DERBY, NOTTINGHAM, AND LEICESTER TO BIRMINGHAM, TO BRISTOL OR TEMPLECOMBE FOR THE WEST OF ENGLAND, AND TO BATHFOR BOURNEMOUTH AND THE SOUTH OF ENGLAND.

THE MIDLAND COUNTIES AND WEST OF ENGLAND EXPRESSES.

A.—NEWCASTLE, HULL, AND SHEFFIELD TO DERBY.
EDINBURGH, GLASGOW, AND CARLISLE TO DERBY.
BRADFORD, LEEDS, AND WAKEFIELD TO DERBY.
LIVERPOOL, BLACKBURN, AND MANCHESTER TO DERBY.

NEWCASTLE, SUNDERLAND, DURHAM, DARLINGTON, HARTLEPOOL, MIDDLESBROUGH, WHITBY, SCARBOROUGH, BRIDLINGTON, YORK, HULL, DONCASTER, SHEFFIELD, AND CHESTERFIELD; ALSO FROM INVERNESS, PERTH, STIRLING, DUNFERMLINE, ABERDEEN, DUNDEE, EDINBURGH (*Waverley Station*), MELROSE, GLASGOW (*St. Enoch Station*), GREENOCK, KILMARNOCK, Ayr, DUMFRIES, STRANRAER, CARLISLE, KEIGHLEY, BRADFORD, HARROGATE, ILKLEY, LEEDS, HUDDERSFIELD, NORMANTON, WAKEFIELD, BARNSELY, AND ROTHERHAM; AND FROM BLACKBURN, BOLTON, MANCHESTER (*Victoria or Central Station*), LIVERPOOL (*Central Station*), SOUTHPORT (*Lord Street*), STOCKPORT, BUXTON, AND MATLOCK, TO DERBY.



OUR journeys over the popular "*Midland Railway*" have hitherto been taken in a northerly direction, but we now propose to reverse our course, and to travel by one of the familiar through expresses that depart from Newcastle-upon-Tyne for Birmingham and the Midland Counties, Bristol and the West of England, aristocratic Bath, and fashionable Bournemouth. The services of which we are about to treat, receive important contingents of travellers from Scotland, the North-Eastern counties, and the West Riding of Yorkshire *via* Leeds; also from Lancashire and the Peak District *via* Ambergate, the general point

of convergence being Derby. Speaking more particularly, the largest portion of the traffic to which we refer is drawn from the counties of Northumberland, Durham, and Yorkshire. This extensive district is admirably covered by the services of the "*North-Eastern*" system, and also by the main-line trains of the "*Midland Railway*." Presuming that the "*Midland Counties and West of England Express*" is on the point of leaving NEWCASTLE-UPON-TYNE, it can be joined by passengers from Berwick, Alnwick, Morpeth, North and South Shields, Jarrow, Tynemouth, and other towns of the Tyneside. At DURHAM it will receive those who have travelled thence from Sunderland. Both DARLINGTON and NORTHALLERTON are points of convergence for passengers from the Hartlepoons, Stockton, Middlesbrough, Redcar, and Saltburn. A supplementary route from Northallerton, extending through Ripon and Harrogate, affords communication with the "*Midland*" station at LEEDS. The through express from the North of England continues its journey through THIRSK to YORK, which owns tributary services from Saltburn, Whitby, Scarbrough, Filey, and Bridlington *via* Malton. Ample facilities in the way of through carriages are provided daily between Newcastle, York, and Bristol. After leaving the capital of Yorkshire a pause at MILFORD JUNCTION permits passengers from Bridlington, Beverley, Hull, and numerous other stations in the East Riding, to join the direct services for Birmingham, Worcester, Malvern, Swansea, Cheltenham, Gloucester, Bristol, Bath, and the West of England. Then, proceeding by way of PONTEFRACT and ACKWORTH, they reach the main line at SWINTON, where they receive travellers from Doncaster. Running by MASBOROUGH the expresses hasten to SHEFFIELD, and thence *via* CHESTERFIELD, CLAY CROSS, and AMBERGATE approach DERBY.

We must now revert to the direct express services that connect Scotland, North Ireland, the counties of Cumberland and Westmoreland, a portion of North Lancashire, and the West Riding of Yorkshire, with the Midland Counties and the West of England. INVERNESS the charming capital of the North Highlands; ABERDEEN, the metropolis of the Deeside; PERTH, a centre for the beautiful Highlands of Perthshire; and the busy manufacturing city of DUNDEE are alike, by means of the Forth Bridge, brought into direct communication with EDINBURGH (*Waverley Station*). Hence *via* GALASHIELS, MELROSE, and HAWICK, the "*Midland Expresses*" career over "*North British*" metals to CARLISLE. On the western side of Scotland the trains from GLASGOW (*St. Enoch Station*), GREENOCK, KILMARNOCK, and DUMFRIES speed over the "*Glasgow and South-Western Railway*" towards CARLISLE. Having reached the fair border city of the North-west—where they can be joined by passengers from Belfast, Londonderry,

and North Ireland *via* Stranraer—the “*Midland*” trains, travelling *via* SETTLE, approach HELLIFIELD. From this point Lancashire passengers proceed by “*Midland*” expresses over the “*Lancashire and Yorkshire*” track *via* BLACKBURN to LIVERPOOL, BOLTON, or MANCHESTER. The express from Carlisle, possibly reinforced by passengers who have travelled from Belfast and North Ireland *via* Barrow, from the English Lake District *via* Lake Side, or from Morecombe, Lancaster, and Ingleton, then runs southward through SKIPTON to KEIGHLEY, and LEEDS.

Thus far the southern journey has been identical with those of the up Scotch expresses, and this statement will hold good even as far as Masborough, Sheffield, Chesterfield, or Clay Cross. But our descriptive notes must now become more peculiarly identified with the route of the through carriages that run daily to Bristol for the West of England from BRADFORD, LEEDS, and SHEFFIELD, the three chief towns of the populous West Riding. The daily through carriage from Aberdeen, Dundee, and Edinburgh, and the through coaches from Glasgow also travel over the same track to Derby, Birmingham, and Bristol. Two other noteworthy stoppages are made ere these special expresses reach Swinton, the junction where the trains from York and the North-Eastern counties run on to the main line. The first of these occurs some ten miles from Leeds, at NORMANTON, an important junction used by passengers from Huddersfield and Wakefield; while at CUDWORTH the West expresses receive accessions from Barnsley, also from Hull and Howden. It will be obvious that the continuation of the journey westward from SWINTON towards DERBY is the same as that of the expresses from Newcastle—namely, *via* MASBOROUGH, SHEFFIELD, CHESTERFIELD, CLAY CROSS, and AMBERGATE.

Our last series of contributory services from the North to the West is supplied by the “*Midland*” expresses from Lancashire. These popular trains, emanating from Liverpool, Southport, Blackburn, and Manchester, convey their passengers to Marple, and travel thence through the picturesque districts of the Derbyshire Peak and Matlock to a conjunction with the carriages from Scotland, Northumberland, Durham, Yorkshire, Cumberland, Westmoreland, and the West Riding, at Derby. Through carriages are run daily between Liverpool, Manchester, and Bristol. Apart from the palpable traffic advantages which are thus placed within reach of residents in these three great centres of population, the “*Midland*,” owing to its direct connections with the “*Lancashire and Yorkshire*,” affords similar travelling facilities from all the chief towns of this important system. Presuming that the “*Midland*” expresses from LIVERPOOL (*Central Station*) are travelling towards Derby, they will proceed by Halewood—near which station the

trains from SOUTHPORT join the main line—to WARRINGTON (*Central Station*), and thence run to STOCKPORT (*Teviot Dale*) and MARPLE. The fast trains from MANCHESTER (*Central Station*) reach the same destinations *via* Chorlton-cum-Hardy, Withington, Didsbury, and Heaton Mersey. Finally, we should notice the route of the expresses from BLACKBURN (*"Lancashire and Yorkshire Railway"*), which, running by way of DARWEN and BOLTON, reach MANCHESTER (*Victoria Station*), where they can be joined by passengers from Todmorden, Burnley, Rochdale, Oldham, and other towns of the surrounding manufacturing districts ere they move onward to MARPLE. Here the carriages from Liverpool, Blackburn, and Manchester (*Central Station*) are made into one train. Leaving this small but important railway centre of Cheshire, the "Midland Counties and West of England Expresses" speed by NEW MILLS, the junction for Hayfield, clear CHINLEY (whence a cross-country line to Dore and Totley will shortly furnish a means of express communication between Liverpool, Manchester, and Sheffield), and, with the heights of the Peak District on their left, approach MILLER'S DALE. Here a brief pause is occasionally arranged for the convenience of travellers from Buxton who may wish to proceed to the South or the West. Hastening onwards through


the pleasing undulatory or hilly scenery that successively characterises the surroundings of MONSAL DALE, BAKEWELL, ROWSLEY, and DARLEY DALE, the expresses approach the beautiful heights of MATLOCK. Then, through the Derwent Valley, they come to AMBERGATE, where on the left approaches the main line from Aberdeen, Dundee, Inverness, Perth, Edinburgh, Glasgow, Carlisle, Bradford, Leeds, Newcastle-upon-Tyne, Durham, Darlington, York, and Sheffield for the North. After the coalescence of these three trunk roads for the South and the West of England, the main line extends through BELPER and DUFFIELD to DERBY.



DERBY, FROM THE DERWENT.
(From a photograph by R. Keene, Derby.)

B.—DERBY TO BIRMINGHAM, WORCESTER, GLOUCESTER, AND BRISTOL.

DERBY AND NOTTINGHAM TO BURTON-UPON-TRENT, TAMWORTH, AND BIRMINGHAM (*New Street*) FOR SUTTON COLDFIELD, WALSALL, AND WOLVERHAMPTON; ALSO FROM YARMOUTH, CROMER, NORWICH, AND LEICESTER TO BIRMINGHAM *via* NUNEATON; FROM WOLVERHAMPTON, WALSALL, AND BIRMINGHAM TO REDDITCH, STRATFORD-UPON-AVON AND Evesham; BROMSGROVE, DROITWICH, WORCESTER FOR MALVERN, HEREFORD, BRECON, AND SWANSEA; TEWKESBURY; CHILTENHAM FOR SOUTHAMPTON; GLOUCESTER FOR NEWPORT, CARDIFF, SWANSEA, AND SOUTH WALES; STROUD; DURSLEY, BERKELEY FOR LYDBROOK, THE FOREST OF DEAN, AND THE WYE DISTRICT; THORNBURY; CLIFTON DOWN; AND TO BRISTOL FOR CORK AND THE WEST OF ENGLAND: ALSO TO BATH FOR THE WEST AND THE SOUTH OF ENGLAND.

 RESUMING that the various northerly sections of the "Midlands and West of England Expresses" have reached Derby, they are at this point usually made up into one train, which travels thence over the direct route through Birmingham to Bath and to Bristol. From Nottingham, passengers travel *via* Trent to Derby, where they join the fast trains that speed by way of Burton-on-Trent—for Ashby-de-la-Zouch—and Tamworth towards the metropolis of the Midlands, the busy city of Birmingham. Here exchanges can be made for the local services to Walsall and Wolverhampton. Another series of connections for the West of England comes from Yarmouth, Cromer, Norwich, Lynn, Spalding, Peterborough, Stamford, and Leicester. The Leicestershire capital is linked with Birmingham by means of a through line that extends westward *via* Nuneaton; while passengers from Coventry and Leamington can also avail themselves of "*Midland*" services by travelling to *New Street Station*.

Quitting Birmingham (*New Street*), the "Bristol, Bath, and Bournemouth Express" rapidly moves southward, and soon, by way of King's Norton, comes to Barnt Green, whence a loop line diverging to the south-east affords the means of communication with Redditch, Stratford-on-Avon, and Evesham, ere it rejoins the main route at Ashchurch. Within half an hour from Birmingham the expresses pass Bromsgrove, and shortly after, either proceed by the direct line diverging slightly to the east, or they hasten towards Droitwich, and thence proceed to the ancient cathedral city of Worcester. This

busy centre of "*Midland*" traffic owns direct railway connections *via* Great Malvern with Hereford, and thence through Brecon with Swansea. The main-line expresses now continue their progress to Ashchurch, another point of exchange for Evesham, also for Tewkesbury, and Malvern. One of the most important pauses on the journey to the west occurs at the health-resort of Cheltenham. Here passengers can join certain trains of the "*Midland and South-Western Junction Railway*," which *via* Cirencester, Swindon, Marlborough, and Andover, afford access to Southampton. A few miles southward is the city of Gloucester, grouped around its grand old cathedral tower. Passengers can here exchange for the "*Great Western*" services that *via* Newport communicate with Cardiff, Swansea, and New Milford. Speeding onward, the expresses pass Stonehouse, the exchange station for Stroud and Nailsworth, and run to Coaley, which is connected by a branch with Dursley. From Berkeley Road tourists may travel westward by the ancient town and castle of Berkeley, and over the Severn Bridge towards the picturesque Forest of Dean, through which the "*Severn and Wye Railway*" supplies roads to Coleford and Lydbrook. Hence pleasant trips may be taken to such scenes of beauty as are to be found in the neighbourhood of Symond's Yat, Ross, Monmouth, and Tintern Abbey. From Yate extends a branch to Thornbury. At Mangotsfield, the point of exchange for Clifton Down and Avonmouth, the "*South and West of England Expresses*" are usually divided into two portions, one of which is despatched *via* Bath to Bournemouth, while the other is conveyed direct to Bristol (*Temple Mead Station*), where passengers join the various express services of the "*Great Western Railway*" for the West of England. From the *Cumberland Basin* sail the steamers to Cork.

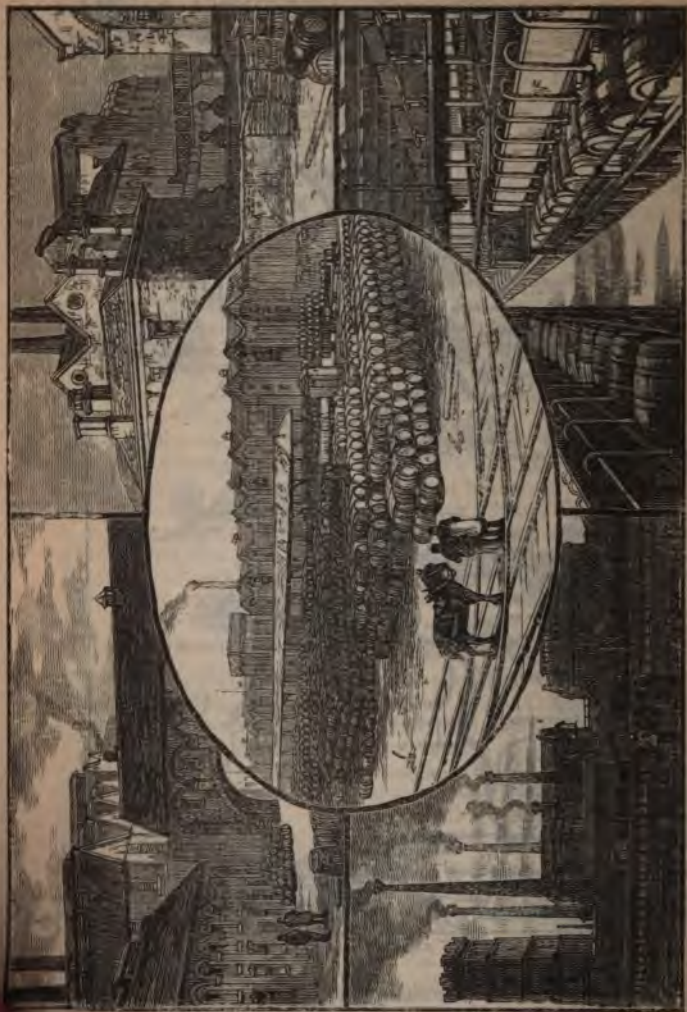
DEPARTING from Derby, we soon pass PEAR TREE AND NORMANTON, and come to REPTON AND WILLINGTON, the station for Repton School, founded in 1556 by a bequest of Sir John Port. It is an educational centre of the first grade, occupying an imposing pile of buildings designed by Sir Arthur W. Blomfield, A.R.A. Its present headmaster is the Rev. William Mordeant Furneaux, M.A. In the school grounds are the remains of St. Wystan's Priory. Within another five miles we pause at

BURTON-UPON-TRENT

(For *Ashby-de-la-Zouch* and *Leicester*; also for *Uttoxeter*, *Ashbourne*, *Stoke-upon-Trent*, and other Stations on the "*North Staffordshire Railway*"),

Fares from St. Pancras—1st, 16/9; 3rd, 10/2. Return—1st, 33/8; 3rd, 20/4.
 " " Leeds— " 11/2; " 7/- " " 22/4; " 14/-

314 miles from Glasgow, 296½ from Edinburgh, 100½ from Bradford, 86½ from Leeds, 93½ from York, 47½ from Sheffield,



BASS AND COMPANY'S MALTINGS AND BREWERIES, BURTON-UPON-TRENT.

The White Brewery.
The Red Brewery.

The Shobnall Maltings, and
Cask Wharves.

The Blue Brewery.
The Union Room.

11 from Derby, 31½ from Birmingham, 123 from Bristol, and 202 from Bournemouth. This metropolis of the brewing interest is a town of considerable antiquity which in its earliest days grew around the wealthy Benedictine abbey here founded early in the eleventh century. Its parish church of St. Modwen, a seventeenth-century edifice stands upon the site formerly covered by the abbey. The town contains numerous places of worship, and owns several substantial public buildings, including the Municipal Offices, St. Paul's Institute (a handsome modern Gothic structure presented to the town by the late Mr. M. T. Bass), the Burton-upon-Trent Mechanics' Institute, the Market Hall, St. George's Hall, the Public Baths, the School of Science and Art, and a Free Grammar School. In High Street is the General Post Office. A market is held on Thursday, and Wednesday is an early-closing day.

Referring to the staple brewing industry of Burton, we may remark that it has here flourished for some two centuries, and now furnishes employment for many thousands of hands. Amongst the chief breweries engaged in the production of high-class ales and stout, the more noteworthy are those owned by Messrs. Bass, Rateliff, and Gretton, Limited; Messrs. Samuel Allsopp and Sons, Limited; Messrs. Worthington and Company; Messrs. Thomas Salt and Company; Messrs. Ind, Coope, and Company, Limited; Messrs. Truman, Hanbury, Buxton, and Company, Limited; and other well-known firms. Amidst so many names of eminence, it would be difficult, if not invidious, to draw distinctions, if it were not universally conceded that the huge establishment directed by Messrs. Bass, Rateliff, and Gretton, Limited, is certainly the most extensive pale ale brewery to be found in Burton or in England, and therefore without question in Europe. Under such circumstances no justification is needed for selecting the premises, business, and statistics connected with this time-honoured firm, as typical of a wealthy local organisation. In 1777 the founder of this firm, Mr. William Bass, inaugurated a business which, at the expiration of a century, has through judicious management, the water for which Burton is so famous, scientific brewing from pure malt and the best hops, unequalled commercial enterprise, and, we may add, excellent railway facilities, created a cosmopolitan reputation for the brewing of pale ale. The vast premises, the highly-trained staff of 3,000 persons annually employed in the production and distillation of high-class ales, and the immense tonnage of materials, conduce to results that at best are difficult to conceive in their true magnitude. Thus, when we speak of an ascertained financial return of £3,224,390; the brewing of 1,188,870 barrels of ale and stout; the purchase of raw material including 334,600 quarters of malt and 40,000 hundredweight of hops, the ownership of 517,343

casks, the use of 100,000 railway trucks, an issue of 218,500,000 of the well-known bottle labels with Bass's triangular trade-mark, and, lastly, an annual payment to the national revenue for beer-duty of £420,000—say £1,150 per day—we have fairly represented the conduct of an average year's business. To enter upon the technical details of brewing, or to describe the entire premises of the firm, would be beyond the limit of our present article, although it may be interesting to note that the Shobnall Maltings, represented in our illustration, are designed to produce 70,000 quarters of malt, also that the Union Room contains 2,500 casks. The hop and ale store at Burton has a floor-area of six acres, sufficient to stow 20,000 pockets of hops and 60,000 barrels of beer.

Burton Station is supplied with a letter-box, a telegraph office, a bookstall, and refreshment-rooms. Passengers can here exchange trains for the local services to *Ashby-de-la-Zouch* and *Leicester*; also for *Uttoxeter*, *Ashbourne*, *Denstone* for *Denstone College*, *Alton Towers*, *Stoke-upon-Trent* and the Potteries, *Newcastle-under-Lyme*, and *Macclesfield*. The leading hotels of Burton are the "George," the "White Hart," the "Queen's," and the "Station." (*Population*—46,047.) *Daily Press*—*Burton Evening Gazette*, 1880. *Weekly*—*Burton Chronicle*, 1860.

Moving onwards, we may see the *Ashby and Leicester branch* on our left ere we pass **BRANSTON**, which is succeeded by **BARTON AND WALTON**. Crossing the *Trent*, we enter the *Tame Valley* and run to **CROXALL** and **ELFORD AND HASELOUR** ere we reach

TAMWORTH,

Fares from Derby—1st, 3/2; 3rd, 1/11½. Return—1st, 6/4; 3rd, 3/11.

106½ miles from York and 110½ from Bristol. The market town of Tamworth stands upon the site of a manor formerly owned by the monarchs of Mercia. Shortly after the Norman Conquest Tamworth was bestowed upon the Marmions, of which line came the "Lord Marmion" of Sir Walter Scott's metrical romance. The remains of Tamworth Castle stand upon the high ground that overlooks the confluence of the Anker with the Tame. St. Editha's Church, chiefly dating from the Decorated period, but comprising portions of Norman work, contains several handsome memorials. Amongst other noteworthy structures are the Municipal Buildings, Queen Elizabeth's Grammar School in the Wigginton Road, and the Cottage Hospital. In the Market Place is a bronze statue of the late Sir Robert Peel the great statesman (d. 1850), whose beautiful Elizabethan seat, Drayton Manor, is within two miles of Tamworth. The General Post Office is in George Street. In the eastern suburbs of Tamworth is Glascoale, a small village chiefly

remarkable for the extensive works of Messrs. Gibbs and Canning, who are widely celebrated for their architectural decorative terracotta and glazed bricks. During recent years several eminent architects have entrusted the execution of their designs to this eminent firm, whose high-class terracotta work was selected for the decoration of the Natural History Museum at South Kensington; also for the Victoria Law Courts, Birmingham, and for many other imposing public buildings in various parts of the United Kingdom. A corn market is held on Saturday, and Wednesday is an early-closing day. Hotels—the “Castle” and the “Peel Arms.” (Population—6,614.) Press—*Tamworth Advertiser*, 1884; *Tamworth Herald*, 1868; *Tamworth Times*, 1881.

(For an illustration see Supplementary Pictorial Pages.)

After leaving Tamworth we cross the Anker, and passing WILNECOTE and FAZELEY come to KINGSBURY, where the Rev. Henry Francis Cary (d. 1844) was vicar at the time when he completed his valuable translation of Dante's “*Divina Commedia*.” Coton Hall is visible on our right as we approach WHITACRE JUNCTION, whence the old “*Birmingham and Derby*” line extended through COLESHILL to HAMPTON with the view of effecting connections with the “*London and Birmingham*” system. Through FORGE MILLS we now reach WATER ORTON, between which and the next station, CASTLE BROMWICH, we may notice the Walsall and Wolverhampton branch, that diverges on our right and extends by way of PENNS to SUTTON COLDFIELD. (Population—8,686.) This ancient borough of Warwickshire occupies a most salubrious and picturesque site upon the borders of Sutton Park, a charming public expanse of more than two thousand acres. Early in the sixteenth century Bishop Vesey (d. 1554) of Exeter, a native of Sutton, obtained a royal charter for the town, and in 1543 here founded and endowed a Grammar School, which now affords a high-class education for over one hundred boys. Trinity Church, a commodious Gothic edifice, contains a chantry enclosing the tomb of Bishop Vesey. The “Royal” is the leading hotel. The trains pause at SUTTON PARK, near to the famous Four Oaks racecourse, and then by STREETLY and ALDRIDGE—whence a branch extends through WALSALL WOOD to BROWNHILLS—run to

WALSALL.

Fares from Leicester—1st, 6/1; 3rd, 3/0½. Return—1st, 11/0; 3rd, 7/1.

45½ miles from Leicester. The borough of Walsall is a populous manufacturing centre, famous for its production of saddlery, ironmongery, and carriage fittings. Its chief architectural feature is St. Matthew's Church, occupying an elevated site, and of interest

for the stained window that commemorates the life-work of the late Miss Dorothy Wynlow Pattison, better known as "Sister Dora," who died on the 24th of December, 1878. Her devoted labours as a nurse have likewise been honoured by the erection of a marble memorial statue, which may be seen in Bridge Square. Queen Mary's Grammar School, founded in 1554, is situated in Lichfield Street. Other noteworthy public buildings are the Town Hall, the School of Science and Art, the Free Library, the Grand Theatre, St. George's Hall, the Temperance Hall, the Cottage Hospital, and several places of worship. In Leicester Street is the General Post Office. The Arboretum and Palfrey Park are for outdoor recreation. A market is held on Saturday, and Thursday is an early-closing day. At the station are a letter-box and a bookstall. The leading hotels are the "Priory," the "George," the "Stork," the "Dragon," and the "Queen's." (*Population*—71,791.) Press—*Walsall Advertiser*, 1887; *Walsall Free Press*, 1856; *Walsall Observer*, 1868.

The continuation of the branch service leads us by NORTH WALSALL, BENTLEY, SHORTHETH for *Clark's Lane*, WILLEN-HALL (*Market Place*), WEDNESFIELD, and HEATH TOWN to

WOLVERHAMPTON,

Fares from Leicester—1st, 6/9; 3rd, 3/11. Return—1st, 13/6; 3rd, 7/10.

51½ miles from Leicester. Wolverhampton, the manufacturing capital of the South Staffordshire Black Country, is not only enriched by the collieries and ironstone pits that furnish employment for many thousands of hands, but is the chief seat of the lock manufacture and other cognate industries. Its ancient collegiate church was founded about 997 by the Lady Wulfrana, but is now a stately edifice of the Decorated English and the Perpendicular periods. Wolverhampton Grammar School was founded in 1515 by Sir Stephen Jenyns. A commodious Town Hall, the Art Gallery and Museum, the Free Library, the School of Science and Art, the Theatre Royal, the Exchange, the Market Hall, and the Agricultural Hall, are the principal and most centrally-situated buildings. In Queen Street is the General Post Office. Wolverhampton Park has a charming situation in the suburbs. A corn market is held here on Wednesday, and Thursday is an early-closing day. At the station are a letter-box and a bookstall. Hotels—The "Star and Garter," the "Coach and Horses," and the "Victoria." (*Population*—82,620.) Daily Press—*Express and Star*, 1874; *Midland Evening News*, 1884. Weekly—*Midland Counties Express*, 1861; *Midland Weekly News*, 1884; *Wolverhampton Chronicle*, 1789.

Returning to CASTLE BROMWICH, we resume our journey westwards, and after passing SALTLEY enter the busy city of

BIRMINGHAM, New Street Station

(For Sutton Coldfield, Brownhills, Walsall, and Wolverhampton; Nuneaton, and Leicester; Halesowen; Redditch, Stratford-upon-Avon, and Evesham)

Fares from St. Pancras	1st, 17/4; 3rd, 9/5.	Return—1st, 32/6; 3rd, 18/10.
Glasgow—	46/-; 24/-.	84/3; 45/10.
Edinburgh—	44/6; 24/-.	80/6; 45/7.
Leeds—	15/5; 9/4½.	30/10; 18/9.
Newcastle—	28/1; 17/0½.	56/2; 34/1.
Manchester—	12/4; 6/11½.	25/-; 13/11.
Bristol—	12/4; 7/8.	24/8; 13/4.



ARMS OF
BIRMINGHAM.

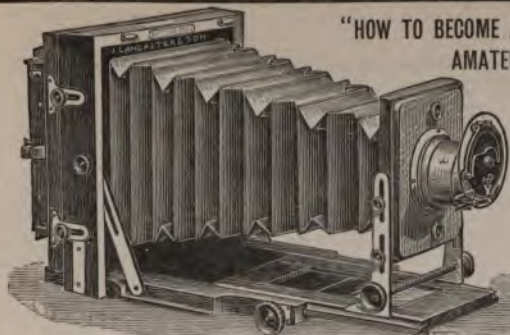
519¾ miles from Inverness. 375¾ from Perth, 458¾ from Aberdeen, 387¾ from Dundee, 328 from Edinburgh, 345¾ from Glasgow, 359¾ from Greenock, 131¾ from Bradford, 118 from Leeds, 208½ from Newcastle-on-Tyne, 125 from York, 78½ from Sheffield, 102¾ from Manchester, 58½ from Nottingham, 42¾ from Derby, 134¾ from Swansea, 26¾ from Worcester, 48¾ from Cheltenham, 54¾ from Gloucester, 91¾ from Bristol, 96¾ from Bath, 170¾ from Bournemouth, 40 from Leicester, and 93 from Peterborough.

We are told by Lord Macaulay that in 1685, little more than two hundred years ago, the population of Birmingham "did not amount to four thousand. Birmingham buttons were just beginning to be known; of Birmingham guns nobody had yet heard; and the place whence, two generations later, the magnificent editions of Baskerville went forth to astonish all the libraries of Europe, did not contain a single regular shop where a Bible or an almanack could be bought." Within two centuries its ingenious smiths, metal-workers, and other dauntless labourers in what was termed by Edmund Burke "the toy-shop of Europe" have here created a vast Midland metropolis. At the close of this celebrated century Birmingham is a powerful stronghold of the Constitution, one of the three chief cities in the provinces of England, and owns marts for its manufactures amongst all the nations of the world. Beyond the fact that the lands of "Bermingeham" are mentioned in the Domesday Book as part of the Manor of Dudley we hear little of it as a town until 1643, when its Parliamentary townsfolk were attacked and plundered by Prince Rupert's Cavaliers. In 1791, when public opinion was inflamed by the terrible events of the French Revolution, Birmingham witnessed a brief period of lawless riots, that resulted in the destruction of Dr. Priestley's library, and in the wrecking of much property owned by the Nonconformists.

Amongst the many men who have contributed to the present prosperity of Birmingham few have better deserved recognition than worthy Matthew Bolton (d. 1809), the manufacturer of endless

novelties in buckles, buttons, vases, and other ornamental metal-work, designed by such gifted artists as Flaxman, Chantrey, and Wyon. Aided by his partner James Watt (d. 1819), Bolton also made Soho Works famous for their connection with the manufacture of the steam engine. Here, too, one of their most loyal helpers was William Murdoch, who discovered the principle of illumination by coal gas (d. 1839). Another name associated with Soho was that of Francis Eginton, the glass-painter, although his method of working has in recent years been superseded by the more artistic designs advocated by the late Augustus Welby Pugin. These fathers of Birmingham have been followed by a right worthy succession of artists and skilled craftsmen in the production of all kinds of metal-work for purposes of utility or ornament, brass-work, glass, railway carriages, hydraulic machinery, guns, rifles, pistols, swords, and ammunition. Electro-plate, lamps, coins, jewellery, screws, buttons, pins, steel pens and toys are likewise amongst the productions of the city.

While the great Midland mart has been so closely identified with the comprehensive hardware manufactures, its sons have not been unmindful of distinction in the walks of literature, art, science, education, and statesmanship. In the wide field of practical politics few cities can claim to have been represented by more enlightened statesmen than the late Right Hon. John Bright (d. 1889), who from 1857 until his death, a period of thirty-two years, was a Member of Parliament for Birmingham, and the Right Hon. Joseph Chamberlain, M.P., who since 1876 has likewise been numbered among its representatives. From Birmingham's famous Grammar School have come such eminent scholars as the Most Rev. Edward White Benson, D.D. (b. 1829), the present Archbishop of Canterbury; the late Dr. Joseph Barber Lightfoot (d. 1889), and Dr. Brooke Foss Westcott (b. 1825), two, like-minded, Bishops of Durham; and Dr. B. H. Kennedy (d. 1889), well-known for his educational classics. The city likewise remembers the late Rev. John Angell James, the beloved minister of Carr's Lane Chapel, whose pulpit is now so ably filled by the Rev. R. W. Dale, M.A., LL.D.; the late Dr. Miller, the honoured rector of St. Martin's, and the eloquence of George Dawson. In science, Birmingham can claim connection with Dr. Joseph Priestley (d. 1804), the discoverer of oxygen gas, and Mr. Joseph Beete Jukes (d. 1869), the geologist, also its benevolent townsman, the late Sir Josiah Mason (d. 1881). Art has been represented by David Cox (d. 1850), celebrated as a painter of English and Welsh landscape, Mr. Edward Burne-Jones, A.R.A., and Mr. J. T. Wilmore, A.R.A. Amongst the *finest engravers* of the country may be numbered such well-known Birmingham men as J. B. Allen, J. V. Barber, a teacher of 'Thos.



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CHELTHENHAM



ARMS OF CHELTENHAM.

A Day in Cheltenham.

EVERYONE who is journeying between North and South should make a break at Cheltenham, and everyone visiting in the District should make at least a Day's Excursion to the Town. Unique in its verdant beauty, it has gained the distinctive title of "The Garden of England," and possesses attractions that are the envy of neighbouring places.

For the convenience of Visitors it may be added that the well-known Restaurant of GEORGE'S LIMITED is to be found in the High Street, while Branch Establishments are conveniently situated in other parts of the Town.



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WEDDING BREAKFASTS,
BRIDAL AT-HOMES.



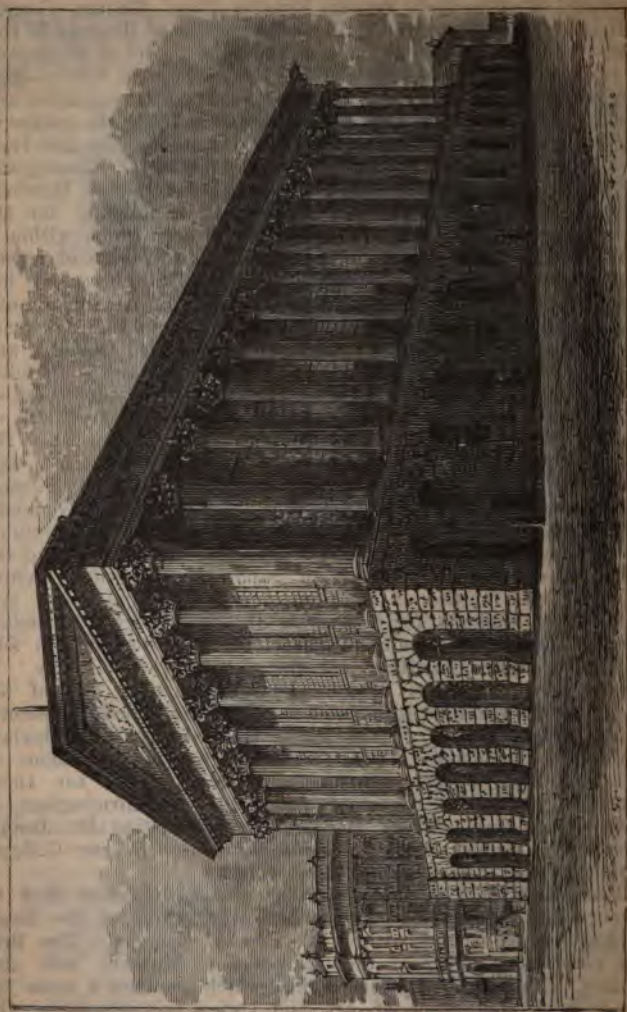
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NEW SOUPS, NEW ENTREES,
NEW ICES AND
WEDDING CAKE DEVICES.

PURE HOUSEHOLD AND HIGH-CLASS BREAD,
MADE ENTIRELY AT THE MODEL BAKERY, BEDFORD BUILDINGS.

Creswick; R. Brandard, Francis Eginton, Junr., Thomas Garner, B. Handsworth, John Pye, William Radclyffe, and Thomas Wyon, Junr. The late Rev. H. F. Cary, a famous translator of Dante, and the talented tragedian Barry Sullivan (d. 1891), were born at Birmingham. Dr. John Alfred Langford, a leading local journalist and man of letters, also Mr. Joseph Shorthouse (b. 1834), the author of "*John Inglesant*," and various works of fiction, likewise hail from the Warwickshire city. Other noteworthy natives of Birmingham are Lord Lingen; Sir Rupert A. Kettle, and Dr. Arthur M. Marshall.

The city of Birmingham is certainly remarkable for the enterprising spirit of its civic administration, which within a comparatively few years has created many new avenues of traffic, erected an assemblage of costly public buildings, and has generally promoted the comfort and well-being of its inhabitants, now rapidly approaching half a million in number. Its principal thoroughfares are New Street, Corporation Street, and Colmore Row. At the end of the first-named road is Paradise Street, where stands the Town Hall, an imposing pile of Corinthian design, containing a magnificent organ by Hill of London. It is perhaps best known as the scene of the Birmingham Triennial Musical Festival, which has been remarkable for the first production before an English audience of such great works as Mendelssohn's "*Elijah*," Gounod's oratorio of the "*Redemption*," and Sir Michael Costa's "*Naaman*." In the same street are the New General Post Office and the buildings of Queen's College, an important educational centre which affords tuition in theology, medicine, and arts, and qualifies its students for degrees in the University of London. Not far distant, in Radcliffe Place, are the Birmingham and Midland Counties Institute and the Central Free Library. It may be remembered that Charles Dickens gave the first of his popular public readings in connection with the Midland Institute. In the neighbourhood of the Town Hall are the Chamberlain Fountain—a handsome Gothic structure erected in honour of the Rt. Hon. Joseph Chamberlain, M.P., who for three successive years was the chief magistrate of Birmingham—a statue of Dr. James Watt, and another representing Dr. Joseph Priestley. Edmund Street contains the Mason Science College, also a memorial to the late Sir Josiah Mason.

Presuming that we now pass by way of Colmore Row to Corporation Street, we may meet with three of the finest buildings to be found within the area of the city. The first that claims our notice is the Corporation Museum and Art Gallery, a splendidly-appointed pile, which provides a home for the valuable collections of art and curiosities owned by the



THE TOWN HALL, BIRMINGHAM.

municipality. The principal paintings, comprising the works of David Cox and those of many other famous modern masters, are hung in the Round Gallery. In the Long Gallery are various loaned collections of pictures; also the unique Museum of Arms, embracing specimens of the weapons extant from the fifteenth to the nineteenth centuries. Other noteworthy departments are the Wedgwood Room, the Italian Gallery, and the highly-interesting Industrial Museum. About the middle of Colmore Row are the Municipal Buildings or the Council House, another substantial classical structure, containing a stately suite of civic apartments, approached by a vestibule in which stand fine statues of Queen Victoria and the late Prince Consort. In Corporation Street are the Victoria Law Courts, which form an elaborate and pleasing design in red terra-cotta, while their interior has been richly decorated in cream terra-cotta, executed by Messrs. Gibbs and Canning of Tamworth. The great hall contains a richly-painted series of windows depicting persons and scenes associated with the history of Birmingham, which were designed by Mr. H. Walter Lonsdale, and have been executed as a memorial of the Queen's Jubilee. The foundation stone of this imposing composition, was laid in 1887 by the Queen, while the building itself was opened in 1891 by the Prince and Princess of Wales. The parish church of St. Martin's, a decorated edifice standing in the Bull Ring, and not far from the Nelson Monument, certainly deserves a visit; also the modern Tudor elevation of King Edward's Grammar School, designed by the late Sir Charles Barry. Other buildings demanding a passing notice are the Gallery of the Society of Artists and the Exchange Buildings in New Street, the School of Art in Margaret Street, the Birmingham Library in Union Street, and the Corn Exchange in Carr Street, where markets are held on Tuesday and Thursday. In High Street is the commodious Market Hall. The Grand Theatre, the Theatre Royal, the Prince of Wales' Theatre, and the Queen's Theatre are the chief places for dramatic entertainments. Birmingham possesses some exceedingly attractive public parks, of which the chief is that which surrounds the beautiful Elizabethan mansion of Aston Hall, formerly the ancestral home of the Holt family. The residence, now utilised as a museum, overlooks charming scenery; while the Aston Lower Grounds, containing a Grand Assembly Room, are surrounded by exquisitely-designed gardens, lawns, and a miniature lake. Cannon Hill Park, the Victoria Park, and Calthorpe Park, are likewise areas of considerable extent, and these, with Highgate Park, Summerfield Park, and Odderley Park, are all within easy access of the city. At Handsworth are the Victoria Park and the Wesleyan Theological College.

New Street Station is supplied with every accommodation in the way of letter-boxes, telegraph offices, bookstalls, and refreshment-rooms. By means of the "*Midland Railway*" passengers can not only travel by express services to Worcester, Gloucester, Bristol for the West of England, Bath, and Bournemouth, but they may likewise, *via* the picturesque Derwent Valley and the Peak District, reach Manchester, Blackburn, and Liverpool; *via* Sheffield they can proceed by a direct route to York, Scarborough, and Newcastle-upon-Tyne; also to Leeds, Bradford, the Lake District, Glasgow, and Edinburgh; while the Forth Bridge now affords a through road to Dundee, Aberdeen, Stirling, Perth, and Inverness. Certain trains travelling *via* Worcester afford access to Brecon and Swansea by way of Malvern and Hereford. Passengers can travel *via* Nuneaton and Leicester, direct to Lynn, Norwich, Cromer, and Yarmouth.

Before continuing our express journey over the main line to Worcester, Gloucester, Bristol, and the West of England, we will briefly notice the various branch services which emanate from Birmingham (*New Street Station*). Having already dealt with the trains that *via* CASTLE BROMWICH and SUTTON COLDFIELD afford communication with BROWNHILLS, WALSALL, and WOLVERHAMPTON; also with those that run *via* NUNEATON to LEICESTER for connections with the "*Midland*" services to London or to the Eastern Counties, we will now touch upon the local departures that *via* King's Norton proceed to Halesowen, Redditch, Evesham, and Ashchurch. As far as King's Norton the "*Midland Railway*" owns two roads that pass through the southern outskirts of Birmingham. Both of these are largely used by residents in the suburbs. The original main line extends in a southerly direction by way of CAMP HILL AND BALSALL HEATH, BRIGHTON ROAD, MOSELEY, KING'S HEATH, and LIFFORD; while the new express route leads through FIVE WAYS, CHURCH ROAD, SOMERSET ROAD for Harborne, and SELLY OAK to BOURNVILLE AND STIRCHLEY STREET. Here we may pause to remark that this station is named after the Bournville Works of Messrs. Cadbury Brothers, whose name is known all the world over in connection with the manufacture of cocoa and chocolate, and is in itself a guarantee for the purity and excellence of their productions. The works of Bournville are seen on the right side of the line. Here, away from the smoke of the great city, immense consignments of cocoa beans received direct from abroad are passed through the various processes that conduce to their being ultimately issued in those various forms which make this nutritious article of diet so tempting and tasteful to the public. Large numbers of hands are employed in the mills, which are a popular centre of industry. From the next station, KING'S NORTON, diverge certain branch services

that, *via* NORTHFIELD, RUBERY, and HUNNINGTON, run toward HALESOWEN (population—3,603), a small centre of the iron trade, chiefly of interest as the birthplace of the pastoral poet William Shenstone (d. 1763). Here, too, was born William Caslon, a well-known type-founder of London. The Redditch and Evesham trains also pass through NORTHFIELD *en route* to BARNT GREEN.

About a mile to the south of Barnt Green a branch line bears away in a south-easterly direction towards ALVECHURCH, which is succeeded by REDDITCH, 15½ miles from Birmingham, the chief seat of the needle and fish-hook trade. This pleasant little town occupies a hilly site overlooking the verdant valley of the Arrow. Here no fewer than eighty firms are directly engaged in the manufacture of needles, of which many millions are produced weekly. In the neighbourhood of St. Stephen's Church is the Church Green, a pleasant promenade. The "Unicorn" is the chief hotel. (Population—11,295.)

After leaving Redditch the trains run through STUDLEY AND ASTWOOD BANK to COUGHTON. ALCESTER is succeeded by WIXFORD and BROOM JUNCTION, where passengers exchange carriages for the services of the "*East and West Junction Railway*," which afford communication *via* BINTON with STRATFORD-UPON-AVON, 32½ miles from Birmingham. This pleasant market town of Warwickshire, which will ever be remembered as the birthplace of William Shakespeare, is chiefly of interest for the timber-framed dwelling in Henley Street, which during April, 1564, witnessed the birth of the immortal dramatist; New Place the home of his later days of prosperity; and its handsome parish church, where the poet's remains rest at the foot of a memorial tablet. Here, too, is the Shakespeare Memorial, consisting of a theatre, a picture gallery, and a library of Shakespearian literature; also the handsome Memorial Clock Tower, erected by Mr. Childs, the munificent proprietor of the *Philadelphia Ledger*. Its leading hotels are the "Shakespeare," the "Red Horse," and the "Falcon." (Population—8,318.)

The "*Midland*" train from Broom Junction follows a south-westerly course through SALFORD PRIORS, chiefly noteworthy for its parish church, to HARVINGTON and EVESHAM, 32½ miles from Birmingham, where passengers can exchange trains for *Moreton and Oxford*. Evesham, an ancient borough of Worcestershire, and situated in the fertile vale of Evesham, was celebrated during the Middle Ages for its magnificent Benedictine abbey of St. Mary the Virgin. Near the remains of its stately gateway and lofty campanile tower are the parish churches of St. Lawrence and All Saints. In Lanesfield are the buildings of the sixteenth-century Royal Free Grammar School. Here, too, on the 4th of August, 1265, was fought the fateful battle of Evesham, that resulted in the

defeat of Earl Simon de Montfort, the leader of the barons, who was slain on the field by the troops of Henry III., led by his son Prince Edward. A market is held on Monday, and Wednesday is an early-closing day. The leading hotels are the "Crown," the "Rose and Crown," and the "Railway." (*Population*—5,836.) After leaving Evesham the trains speed through BENGWORTH, HINTON, ASHTON-UNDER-HILL, and BECKFORD to ASHCURCH,



SHAKESPEARE'S BIRTHPLACE, STRATFORD-ON-AVON.

where connections can be made for Malvern *via* Tewkesbury, Bristol, Bath, and Bournemouth. The leading hotels of Birmingham are the "Midland," the "Queen's," the "Grand," the "Colonnade," the "Woolpack," the "Acorn," and the "Cobden Temperance Hotel."

Daily Press—*Birmingham Daily Gazette*, 1862; *Birmingham Daily Mail*, 1870; *Birmingham Post*, 1857; *Daily Argus*, 1891; *Midland Sporting News*, 1872. Weekly—*Birmingham Chronicle*, 1875; *Birmingham Gazette*, 1741; *Birmingham News*, 1891; *Birmingham Suburban Times*, 1884; *Birmingham Weekly Mercury*, 1884; *Birmingham Weekly Post*, 1857; *Midland Counties Herald*, 1836; *Midland Sporting News*, 1872; *Warwickshire Herald*, 1867. (*Population*—429,171.)

Departing from Birmingham by the "Bristol, West of England, and Bournemouth Express," we speed onwards by FIVE WAYS, CHURCH ROAD, SOMERSET ROAD, SELLY OAK, BOURNVILLE

AND STIRCHLEY STREET, to KING'S NORTON, NORTHFIELD, and BARNT GREEN. Travelling through the picturesque and fertile agricultural county of Worcestershire, which covers an area of 472,453 acres and contains some 413,755 inhabitants, we reach the point where a line diverges on our left towards Redditch, Stratford-upon-Avon, Evesham, and Ashchurch. To the right rise the Lickey Hills, surmounted by an obelisk commemorating one of the Earls of Plymouth. Then we approach BLACKWELL, whence by the Lickey incline we reach BROMSGROVE, 14 miles from Birmingham. This substantial market town is remarkable for its picturesquely-situated parish church, dedicated to St. John the Baptist; also for the King's School, founded in 1553 by Edward VI. Hotel—The "Golden Cross." Some two miles further we discern the main line of the original "*Birmingham and Gloucester Railway*" extending southwards on our left, and still affording a route for such special expresses as those that run direct to Cheltenham and Bristol without calling at Worcester. But the road more frequently followed is that which leads through STOKE WORKS to

DROITWICH.

Fares from Leeds—	1st, 18/8; 3rd, 11/14.	Return—1st, 37/4; 3rd, 22/3.
" " York—	" 10/9; " 12/14.	" " 33/6; " 24/3.
" " Bristol—	" 9/6; " 5/11½.	" " 19/-; " 11/11.

20½ miles from Birmingham and 71 from Bristol. Amongst the inland health resorts of Great Britain which are remarkable for their curative waters Droitwich rightfully claims the highest rank. This being the case, it annually attracts many thousands of visitors from all parts of the United Kingdom. Its essentially rural situation in a verdant Worcestershire valley, surrounded by picturesque hills which afford charming view-points, is in itself a considerable attraction to those who wish to combine bathing and rest with abundant means for outdoor recreation. Within rambling or driving distance are the Abberley Hills, the Lickey Hills, and the Clent Hills; also Witley Court, the magnificent seat of the Earl of Dudley; Westwood Park, the residence of Mr. Augustus Frederick Godson; and Impney, the ancestral seat of Mr. John Corbett, D.L., J.P. The ancient cities of Worcester, Hereford, and Gloucester, Malvern Priory, Tewkesbury Abbey, and Stratford-upon-Avon, may likewise be reached by railway excursions.

Since the days of the Romans the brine springs of Droitwich—for centuries the seat of extensive salt works—have been recognised as some of the most powerful remedial agents in cases of rheumatism, rheumatic gout, sciatica, lumbago, gout, paralysis, neuralgia, and other complicated diseases. According to the analyses of Herapath and other eminent authorities, the brine springs, which here rise from a depth of 170 feet, yield waters that contain a

larger proportion of saline constituents held in solution than any others to be found in the world. In this respect alone their strength is from ten to twelve times in excess of that possessed by sea-water, and the efficacy of their singularly curative properties has been attested by many thousands of bathers. During recent years the town has been the field of many noteworthy improvements; and, chiefly owing to the enterprise of Mr. John Corbett, now contains abundant provision for the comfort of invalids and other visitors who are sent thither by the leading physicians of the country. Within a few minutes' walk of the station are the St. Andrew's Brine Baths, a perfectly-appointed bathing establishment, close to the "Worcestershire Brine Baths Hotel," which is certainly one of the chief architectural ornaments of Droitwich. This latter building is to be commended for its commodious and handsomely-furnished apartments, also for the special arrangements that contribute to the comforts of visitors and invalids. In the same neighbourhood is the Salters' Hall. At the other end of the town is the "Royal Brine Baths Hotel," which owns communication with the Royal Brine Baths by a covered way. In addition to the parish churches of St. Andrew, St. Nicholas, and St. Peter, there are places of worship for the Baptists, the Brethren, and the Wesleyans. The General Post Office is in St. Andrew's Street. A market is held on Friday, and Thursday is an early-closing day. The leading hotels are the "Worcestershire Brine Baths," the "Royal Brine Baths," and the "Raven"; while "Richmond House," "Ravenhurst House," "Norbury House," and "The Heriots" are boarding establishments. (*Population—4,021.*)

(For illustrations of Droitwich, see Supplementary Pictorial Pages.)

After leaving Droitwich we may see on our right the stately mansion of Westwood House and the distant Malvern Hills, ere we pass FERNHILL HEATH, and arrive at

WORCESTER,

Shrub Hill Station

(For Great Malvern, Hereford, Brecon, and Swansea).

Fares from Glasgow—	1st, 48/8; 3rd, 25/4.	Return—1st, 91/8; 3rd, 50/2.
" " Edinburgh—	" 48/2; " 20/1.	" " 90/10; " 49/11.
" " Leeds—	" 19/1; " 11/4.	" " 38/2; " 22/3.
" " Newcastle—	" 31/0; " 19/5.	" " 68/6; " 38/10.
" " Manchester—	" 16/2; " 8/7.	" " 32/4; " 17/4.
" " Bristol—	" 8/8; " 5/6.	" " 17/4; " 11/5.

371½ miles from Glasgow, 354½ from Edinburgh, 157½ from Bradford, 144½ from Leeds, 151½ from York, 104½ from Sheffield, 129 from Manchester, 68½ from Derby, 26½ from Birmingham, 108½ from Swansea, 65½ from Bristol, and 144½ from Bourne-mouth. Worcester, "the faithful city" of the Stuarts, occupies a pleasant



ARMS OF
WORCESTER.

situation upon the banks of the regal Severn, and is surrounded by a most attractive countryside. Presumably a settlement of the Britons, without doubt the site of a Roman station known as "Vignora," and subsequently peopled by the Hwiccas—a powerful Saxon tribe—the ancient capital of Worcester-shire had existed for several centuries when William the Conqueror set up his throne in England. From the end of the seventh century Worcester has been the see of a bishop. Perhaps the more fiery trials of Worcester occurred at the time of the great Civil War, when Royalists or Parliamentarians were alternately in the ascendant, until the memorable 3rd of September, 1651, that witnessed the battle of Worcester—the final triumph of Cromwell—and the precipitate flight of Charles II. from the old timbered mansion in New Street which had served for his place of sojourn. Amongst the celebrities of Worcester we may name Sir James Pennethorne (d. 1871), the architect, who designed the buildings occupied by the University of London; Mr. Philip Henry Gosse (d. 1888), a marine naturalist; and an eminent musical authority, Professor John Pyke Hullah (d. 1884); also Mr. Thomas Brock, R.A., the sculptor; and Mr. B. Williams Leader, A.R.A., a gifted landscape painter.

The present cathedral, the third which has been associated with the see of Worcester, succeeds two earlier edifices, respectively erected by Bishop Oswald and Bishop Wulfstan. Its dedication to St. Mary, St. Peter, St. Oswald, and St. Wulfstan was celebrated in 1218. While the exterior of this great church, is, with the exception of its Decorated tower and Perpendicular west window, of a somewhat plain type, its interior has many points of excellence. Its older portions are the Norman crypt of Wulfstan and some Transitional Norman work in the nave, which is principally of the Decorated period. Without doubt the chief beauty of this sacred fane lies in the graceful Early English details of the choir, that once contained the shrines of St. Oswald and St. Wulfstan, and is still remarkable for the altar-tomb of King John, the chantry of Prince Arthur, and a magnificent modern reredos. The Perpendicular cloisters lead to the chapter-house, a structure of mixed Gothic work. In August, 1722, Worcester witnessed the first Festival of the Three Choirs, which also included those from Gloucester and Hereford. In the neighbourhood of the cathedral are the Cathedral Grammar School of King Henry VIII., which occupies the magnificent Decorated English refectory of the old Benedictine monastery in the College Green; the ruins of Prior Braunsford's fourteenth-century Guesten Hall, and the Deanery. The present Bishop of Worcester is the Right Rev. John James Stewart Perowne, D.D.



WORCESTER CATHEDRAL.

Both ancient and modern Worcester abound in features of interest. In connection with educational subjects we should notice the commodious modern Tudor pile in the Tything erected for the accommodation of the Worcester Royal Free Grammar School, originally founded by the Trinity Guild, and subsequently, in 1561, chartered by Queen Elizabeth. One of the oldest and most quaint buildings of the city is the Commandery, containing a grand, old banqueting-hall and other remains of St. Wulfstan's Hospital. The more interesting parish churches of Worcester, and those that will best repay the visits of archæologists, are St. Helen's, St. John's, St. Andrew's, and St. Alban's. Some of the principal public buildings are the Shire Hall, which, with the Public Library and the Hastings Museum, are in Foregate Street, also the Guildhall and Assembly Rooms in High Street. In Angel Street are the



THE ROYAL PORCELAIN WORKS.

Theatre Royal, also the Corn Exchange, while the Hop Market is in the Foregate. A weekly market is held on Saturday, and Wednesday is an early-closing day. The Victoria Institute, shortly to be completed, will comprise an art gallery, library, museum, and rooms for the schools of science and art. The Government School of Design is now in Pierpoint Street.

Worcester has long been celebrated for its manufacture of porcelain. The Works of the Royal Porcelain Company are close to the cathedral, cover five acres of ground, and afford employment for upwards of 750 hands. Here may be seen the various and interesting processes of the ceramic manufacture, also the museum, containing many choice specimens of old Worcester china. This famous pottery, which has produced designs of European celebrity, was established by Dr. Wall, a distinguished physician as well as an accomplished

artist and chemist, who died in 1776. For many years it has attracted numbers of distinguished visitors, and in 1788 was inspected by George III., who bestowed the patent which created the first "Royal" porcelain works in England. Ever steadily extending and improving, they have of late years been considerably enlarged and rebuilt. Mr. R. W. Binns, F.S.A., and Mr. E. P. Evans, are the Managing Directors. The productions of the Works obtained the Diploma of Honour (the highest award) at the Vienna Exhibition, 1873; while at Paris, in 1878, the Gold Medal and the Legion of Honour were awarded to Mr. Binns. Amongst other flourishing centres of labour are the huge glove factories, sauce works, and vinegar breweries.

At *Shrub Hill Station* are a letter-box, a telegraph office, book-stalls, and refreshment-rooms. Passengers for Malvern, Hereford, Brecon, and Swansea may here exchange carriages. Hotels—the "Star," the "Unicorn," the "Hop Market," the "Bell," and the "Crown." (*Population*—42,905.) Daily Press—*Worcester Daily Times*, 1879; *Worcestershire Echo*, 1877. Weekly—*Berrow's Worcester Journal*, 1690; *Worcestershire Advertiser*, 1861; *Worcestershire Chronicle*, 1838; *Worcester Herald*, 1794.

Some three miles from Worcester we effect a junction with the original main line that extends southward by way of Droitwich Road, Dunhamstead, and Spetchley. With the Malvern Hills far away on our right, we now run through WADBOROUGH and DEFFORD ere we cross the Avon. To the left rise the Cotswolds. Passing ECKINGTON we come to BREDON, and within the next mile enter GLOUCESTERSHIRE, one of the fairest counties in the West Midlands, extending over an area of 783,699 acres and containing 599,974 inhabitants. From ASHCHURCH—the junction where passengers by certain trains from the South exchange carriages for MALVERN, EVESHAM, STRATFORD-UPON-AVON, and REDDITCH—extends a westward branch towards

TEWKESBURY.

Fares from Birmingham—1st, 2/10; 3rd, 3/6. Return—1st, 11/8; 3rd, 7/1.
 " " Bristol— " 7/-; " 4/3. " " 14/-; " 8/10.

42 $\frac{3}{4}$ miles from Birmingham, 16 $\frac{1}{2}$ from Worcester, 15 $\frac{1}{2}$ from Gloucester, and 52 $\frac{1}{2}$ from Bristol. Old-world Tewkesbury is characterised by broad thoroughfares, gabled dwellings, and other remains of a quaint mediæval market town. It stands close to a tract of green meadow-lands watered by the Severn and the Avon, two famous streams that well-nigh encircle the grey abbey of St. Mary, which overlooks the fateful field where on the 4th of May, 1471, was fought the last great battle of the rival Roses.

The history of the town is the history of its abbey. It has been well said by Dean Spence of Gloucester that "Perhaps none of our English abbeys, and only a few even of our great cathedrals, contain the materials of a story like that which is possessed by Tewkesbury." In the seventh century a missionary preacher known as Theoc here founded "a little lowly hermitage," which subsequently furnished the germ for a Benedictine brotherhood. Shortly after the Conquest the lands of Tewkesbury were bestowed by William Rufus upon



TEWKESBURY ABBEY.

the Norman Lord of Astremerveille, Robert Fitz-Hamon, who here founded a magnificent monastery. Soon after Fitz-Hamon's death the vast earldom of Gloucester passed to his son-in-law, Robert Fitzroy, who with his wife completed the founder's design, and on the 20th of November, 1123, witnessed the solemn dedication of St. Mary's Abbey. For three and a half centuries the fortunes of Tewkesbury were the care of an illustrious line belonging to the noble families of the De Clares, the Despencers, and the Beauchamps, many of whom, in company with once mitred abbots, sleep the sleep of death beneath the fretted roof of their stately church.

The visitor to Tewkesbury Abbey will notice that its chief architectural features are the ornamental Norman tower, the nave, and the west front; the Decorated work that is superimposed

upon the Norman columns of the choir; and the splendid Perpendicular carvings of the Founder's Chapel, the Trinity Chapel, and the Warwick Chapel. Neither must we overlook the beautiful Despencer monument, nor the tomb which commemorates Sir Guy de Brien, a Knight of the Garter and the standard-bearer of Edward III. Near to the great building are the Abbey House, now the vicarage and formerly the monastic infirmary; also its embattled gatehouse. In addition to the abbey and the Church of the Holy Trinity, there are four churches which belong to Non-conformist denominations. A market is held on Wednesday, and Thursday is an early-closing day. At the Cross in the High Street is the General Post Office. The extension of the railway from Tewkesbury leads through RIFFLE to UPTON-ON-SEVERN, and thence by MALVERN WELLS to GREAT MALVERN. Hotels—The "Swan" and the "Hop Poles." (*Population*—5,269.) Press—*Tewkesbury Weekly Record*, 1855; *Tewkesbury Register*, 1858.

After passing ASHCURCH we continue our journey over the main line towards the wayside station of CLEVE, and thence by CHELTENHAM (*High Street Station*) approach

CHELTENHAM

(*For Cirencester, Swindon, Marlborough, Andover, and Southampton*),

Fares from Glasgow—	1st, 51/6; 3rd, 27/3.	Return—1st, 97/3; 3rd, 51/-.
" " Edinburgh—	" 51/-; " 27/3.	" " 96/6; " 53/9.
" " Leeds—	" 22/-; " 13/3.	" " 44/-; " 26/6.
" " Newcastle—	" 36/8; " 21/1.	" " 60/4; " 42/3.
" " Manchester—	" 49/1; " 19/5.	" " 38/2; " 20/11.
" " Bristol—	" 5/10; " 3/7.	" " 11/8; " 7/2.



ARMS OF
CHELTENHAM.

393½ miles from Glasgow, 376½ from Edinburgh, 179½ from Bradford, 166½ from Leeds, 173½ from York, 126½ from Sheffield, 151 from Manchester, 90½ from Derby, 48½ from Birmingham, 43½ from Bristol, and 122½ from Bournemouth. Cheltenham, the salubrious inland watering-place of the West Midlands, is most pleasantly situated upon a broad level tract that borders the Chelt, a small tributary of the Severn. According to a great historical authority, Cheltenham at the beginning of the eighteenth century was merely "a rural parish lying under the Cotswold Hills, and affording good ground both for tillage and pasture. Corn grew and cattle browsed over the space now covered by that long succession of streets and villas." Hence the wide tree-lined thoroughfares, numerous public buildings, and imposing residential mansions of modern Cheltenham have mostly risen during the hundred years or more that have elapsed since 1788, when George III. first visited his favourite Gloucestershire sanatorium. The saline waters which established

its reputation as a health resort may now be obtained at the handsome Ionic Pump Room in the beautiful Pittville Gardens, a charming expanse of lawns, gardens, and shrubberies, intersected by drives, and containing an ornamental lake. Other centres for these valuable alkaline waters are the Montpelier Spa, the Montpelier Rotunda, and the Royal Old Wells that were established in 1738. The Montpelier Gardens are provided with some thirty tennis courts. In the Winter Garden is an ornamental glass pavilion.

Beyond the popularity of Cheltenham as a health resort and a residential centre, it is as widely celebrated for the admirable educational facilities that are afforded by its proprietary colleges and schools. Chief of these is Cheltenham College, occupying a substantial pile of buildings, including a handsome Perpendicular chapel situated in the Bath Road. It is famous for its roll of Old Cheltonians. Amongst these we may name the Most Rev. Lord Plunket, D.D., Archbishop of Dublin, Sir Henry James, M.P., Q.C. (b. 1828), the Right Hon. John Morley, M.P. (b. 1838), Sir Charles Warren (b. 1840), Mr. Charles Isaac Elton (b. 1839), Mr. W. E. H. Lecky, and Mr. Briton Rivière, R.A. The present headmaster is the Rev. Herbert Armitage James, B.D. The Cheltenham Ladies' College

—a handsome and admirably-organised establishment in Bays Hill — is under the direction of the lady principal, Miss Dorothea Beale. Other noteworthy seats of education are the Cheltenham High School for Girls, held at the Priory; the Dean Close Memorial School, established in 1885 at Lansdowne, in connection with the Evangelical party in the Church of



THE PROMENADE, CHELMSFORD.

(From a photograph by Messrs. Poulton & Son, London.)

England; and Cheltenham Grammar School, a sixteenth-century foundation, located in modern Elizabethan buildings recently erected in the High Street. The Normal Training College for Schoolmasters is in the Swindon Road; while the Normal Training College for Schoolmistresses is in St. George's Place.

The principal thoroughfares of Cheltenham are the High Street, which extends through the older portion of the town, and the Promenade, an attractive boulevard, where are the General Post Office, the New Club, and many of the chief business establishments. In Clarence Street is the Free Library, and the Schools of Science and Art. At Montpellier is the Rotunda, which is used for public entertainments. The Assembly Rooms and the Corn Exchange, where a weekly market is held on Saturday, are both in the High Street. The ancient parish church dedicated to St. Mary, was long celebrated for the evangelical ministry of the late Dr. Francis Close, Dean of Carlisle (d. 1882). Here, too, are numerous Nonconformist churches. Mr. George Smith (d. 1876), a learned Assyriologist, was a native of Cheltenham. Another of its famous sons is Mr. James Payn (b. 1830), the genial novelist who since 1885 has been the editor of "*The Cornhill Magazine*."

Amongst the chief attractions of the surrounding countryside—which, by the way, is a favourite hunting district—are the famous Seven Springs, from which rise the classic Isis or the Thames; that flows for some 250 miles ere at the Nore it merges its waters with the ocean. The Cotswolds afford many charming view-points, including Hewlett's Hill and the heights in the vicinity of Churchdown, Cleeve, Dowdeswell, and Leckhampton, near which is a curious rock, termed the "Devil's Chimney." By means of the "*Midland Railway*" the town is placed in direct communication with all parts of England and Scotland; while several attractive day excursions to Gloucester, Bristol, Bath, Berkeley, the Forest of Dean, Tewkesbury, Malvern, Hereford, Evesham, Stratford-upon-Avon, and Worcester, are also available by "*Midland*" services. The station is supplied with a letter-box and a bookstall. In the High Street is George's, Limited, a high-class restaurant which affords every accommodation for visitors, and has been honoured by the patronage of H.R.H. the Princess of Wales. The leading hotels are the "Queen's," the "Plough," and the "Lansdowne"; also the "Fleece," the "Lamb," and the "Royal," well known as commercial establishments. (*Population*—42,914.)

Daily Press—*Gloucestershire Echo*, 1873. Weekly—*Cheltenham Chronicle*, 1809; *Cheltenham Examiner*, 1839; *Cheltenham Looker-On*, 1833; *Cheltenham Mercury*, 1855.

Departing from Cheltenham, we now travel through a richly-wooded country, and after passing CHURCH-DOWN come within sight of the great cathedral that rises from the centre of

GLOUCESTER

(For Newport, Cardiff, Swansea, and New Milford),

FARES from Glasgow—	1st, 51/6; 3rd, 27/3.	Return—1st, 97/3; 3rd, 54/-.
" " Edinburgh—	" 51/-; " 27/0.	" " 96/6; " 53/0.
" " Leeds—	" 22/-; " 13/3.	" " 44/-; " 26/6.
" " Newcastle—	" 34/8; " 21/10.	" " 69/4; " 42/3.
" " Manchester—	" 19/1; " 10/3.	" " 26/2; " 20/11.
" " Bristol—	" 5/-; " 3/1.	" " 10/-; " 6/3.



ARMS OF
GLOUCESTER.

400 miles from Glasgow, 382 $\frac{3}{4}$ from Edinburgh, 186 $\frac{1}{2}$ from Bradford, 172 $\frac{3}{4}$ from Leeds, 179 $\frac{3}{4}$ from York, 133 $\frac{1}{4}$ from Sheffield, 159 $\frac{3}{4}$ from Manchester, 97 from Derby, 54 $\frac{3}{4}$ from Birmingham, 37 from Bristol, and 116 from Bournemouth. Far and wide might we travel, even amongst the old-world towns of England, ere we could find just such another city as the grey seaport that here stands upon the banks of the silvery Severn. For here in the luxuriant countryside of England's western Midlands is the "Caer Glov" of the ancient Britons, the fortified station known by the Romans as "Glevum," and the site of a Mercian monastery. To Gloucester after the Norman Conquest came William the Conqueror to celebrate the feast of Christmas; at its stately monastery of St. Peter Archbishop Anselm was called to the see of Canterbury; within its walls Henry III. received his crown; and beneath its roof the unfortunate Duke Robert of Normandy and the murdered monarch, Edward II., alike rest in their quiet tombs, freed from their burdens of humanity. Another turn of the historical kaleidoscope shows us the wealthy monastery dissolved by the Reformation and a bishopric created in its place. Sixteen years later, its first Protestant Bishop, John Hooper, was condemned by Queen Mary to a fiery death at the doors of his own cathedral. Yet another transition brings us to the national ordeal of the seventeenth century, when Parliamentary Gloucester, "the unconquered city," for a month withstood its encircling army of 30,000 Cavaliers, which at last was compelled to raise the siege and to retreat before the steady troops led by the Earl of Essex. And little more than a hundred and fifty years have passed since one of its sons, George Whitfield, sounded an Evangelical alarm to orthodox and unorthodox England, when, with John Wesley and other like-minded helpers, he initiated the Methodist revival; while two other worthies, Robert Raikes and the Rev. Thomas Stock, gathered together the boys and girls of Gloucester, and thus became the founders of a nation's Sunday-schools. Lastly, during the present century Gloucester has produced one of its most eminent natives,

the late Sir Charles Wheatstone (d. 1875), who, in conjunction with Sir W. F. Cooke, gave to the world the electric telegraph. This, then, is the grand old city of which we have to speak, a city aptly described by a gifted traveller from the New World as " quaint but lively, the antique and the modern living on side by side in a union as different from the dead-yesterday mood of many Continental cities as from the crude to-day of America."

The city of Gloucester has its centre at the Cross, whence extend its chief thoroughfares. Eastgate, Westgate, Northgate, and Southgate, evidently following the same lines as the more ancient roads that were first laid down by the Romans. Thus the chief buildings fall within the outlines of a somewhat irregular quadrangle, and upon its north-western limits stands the great cathedral church and all that remains of those massive monastic buildings that formerly sheltered their Benedictine fathers. While the stately fane of St. Peter's comprises portions of the Gothic styles that prevailed from the eleventh to the sixteenth century, a period of some five hundred years, it is chiefly remarkable for its remains of the Norman and the Perpendicular periods, the first and the last epoch of English ecclesiastical architecture. The nave with its huge pillars, the crypt, and the skeleton or framework, so to speak, of the noble building are entirely Norman. The elaborately-carved south porch, the superstructure of the choir, the Lady Chapel, and the greater portion of the decorative work is Perpendicular, to which era also belongs the imposing central tower that rises to a height of 225 feet, or within ten feet of the similarly-constructed tower of Canterbury. The finest features of the choir are its richly-carved stalls, graceful vaulting, and the vast east window, a glorious crystal screen seventy-two feet in height, which reaches from pier to pier of the eastern wall. Amongst the more interesting monumental remains are the beautiful Decorated tomb of Edward II., whose remains were brought to Gloucester by Abbot Thokey, and a curious oaken memorial of Duke Robert, the eldest son of William the Conqueror. The spacious cloisters, with their lovely tracery and splendid examples of fine vaulting, are considered to be the finest that remain in England. The Right Rev. C. J. Ellicott, D.D., is the Bishop of Gloucester and Bristol.

Like other cathedral cities, Gloucester is well supplied with parish churches, and of these the older and those best deserving of notice are St. Mary de Lode, St. Mary de Crypt—where George Whitfield, who was born in 1714 at the neighbouring Bell Hotel, preached his first sermon—and St. Nicholas. Beyond these there are several ecclesiastical district churches, and many buildings owned by the Nonconformists, of which the more noteworthy are the Whitfield Memorial Church and the Tyndale Memorial Church.

Gloucester is supplied with excellent educational foundations, including the King's School of Henry VIII.; the Crypt Grammar School, founded in 1539; and the Gloucester County Schools respectively for boys and girls, which afford a liberal middle-class education. The principal public buildings are the Tolsey or the Town Hall; the Shire Hall; the County Museum, with schools for



GLOUCESTER CATHEDRAL.

(From a photograph by Messrs. G. W. Wilson & Company, Aberdeen.)

science and art; and the General Infirmary. In the suburbs are the remains of Llanthony Priory, once occupied by Augustinian canons, who, with the Dominicans and the Franciscans, were established at Gloucester. Amongst quaint timbered dwellings is the "New Inn," a curious mediæval hostelry. The Corn Exchange, where a market is held on Saturday, is in Southgate Street. Thursday is an early-closing day. At the Cross is the General Post Office.

Gloucester is favoured with an excellent dock system, which is connected with the Sharpness Canal. By means of the "Midland

Railway" its quays are placed in direct communication with all parts of the United Kingdom. The principal staples of the inhabitants are derived from extensive railway-wagon and engineering works, slate and marble yards, steam joinery works, seed farms, and other centres of industry. Passengers who approach Gloucester by the picturesque "Midland Route" can here exchange for the "Great Western" services to *Newport, Cardiff, and Swansea*; also to *New Milford* for *Waterford* and the South of Ireland. At the stations a letter-box, a telegraph office, bookstalls, and refreshment-rooms. The leading hotels are the "Bell," the "Wellington," and the "Spread Eagle." The "New Inn" and the "Ram" are family and commercial establishments, and "Fowler's" is a temperance hotel. In Westgate Street is Fisher's Restaurant, noteworthy for an ancient apartment panelled with oak, and now used as a public dining-room. (*Population*—39,444.)

Daily Press—*Citizen*, 1876. Weekly—*Gloucestershire Chronicle*, 1833; *Gloucester Journal*, 1722; *Gloucester Standard*, 1870.

(For an additional illustration of Gloucester, see Supplementary Pictorial Pages.)

Resuming our journeys towards Bristol, Bath, and Bournemouth, we rapidly run by HARESFIELD to STONEHOUSE, whence a branch diverges in a south-easterly direction, through RYFORD and DUDBRIDGE, towards STROUD, $67\frac{1}{2}$ miles from Birmingham and $31\frac{1}{2}$ from Bristol (*population*—9,818), a picturesquely-situated and populous centre of the West of England cloth trade, also known for its extensive breweries. Hotels—the "Imperial" and the "Royal George." Another line from Dudbridge communicates with the small town of NAILSWORTH, a seat of woollen-mills and other industries. At FROCESTER, and for some miles beyond, we see far away on the high ground to our right the Forest of Dean, which is skirted by the widening estuary of the Severn. From COALEY departs a branch which, *via* CAM, enters DURSLEY, a small market town containing an ancient parish church and some extensive agricultural-implement works. Still running onward, we approach BERKELEY ROAD, where passengers by certain trains can exchange carriages for the services that here depart for Sharpness, Lydney, the picturesque Forest of Dean, and the scenery of the Wye Valley *via*

BERKELEY

(For the Forest of Dean, Lydbrook Junction, and the Wye Valley),

Fares from Birmingham—1st, 9/10; 3rd, 6/-.	Return—1st, 16/8; 3rd, 12/-.
" " Bristol— " 3/3; " 2/-.	" " 6/6; " 4/-.

$71\frac{1}{2}$ miles from Birmingham and $24\frac{1}{2}$ from Bristol. This ancient town of Berkeley, the birthplace of Dr. Edward Jenner (d. 1823), who so successfully advocated the principles and practice of

vaccination, is pleasantly situated near to the banks of the Severn. It contains an ancient parish church with a curious campanile tower, but derives its chief interest from the grand baronial fortress of Berkeley Castle, for more than seven centuries the stately stronghold of the Berkeley family, now represented by Lord Fitz-Hardinge. Here occurred the infamous murder of Edward II., perpetrated by Lord Maltravers and Sir Thomas Gournay, during the night of September the 21st, 1327.

The "*Midland*" branch from Berkeley Road is of considerable importance to travellers from Lancashire, Yorkshire, and the Midlands who desire to reach the Wye Valley *via* the beautiful tract of sylvan scenery known as the Royal Forest of Dean, extending over an area of 22,000 acres, of which 15,000 acres are covered by richly undulating woodland. After leaving Berkeley the trains run to SHARPNESS, the seat of commodious docks in connection with the Sharpness Ship Canal to Gloucester. Here passengers can exchange trains for the services of the "*Severn and Wye Railway*," which proceed over the Severn Bridge, an imposing structure of masonry and iron more than three-quarters of a mile in length (4,162 feet), and rising to a height of 150 feet from its foundations. It is 70 feet above the level of high water, and two of its iron spans each cover a distance of 327 feet, which is within a yard of those comprised in the great Victoria Bridge at Montreal. Having crossed the wide waters of the Severn sea, the trains pause at the *Severn Bridge* station, also at *Lydney Junction*, ere they run by way of *Lydney*, *Whitecroft*, *Parkend*, *Coleford*, *Speech House Road* for the "*Speech House Hotel*" in the centre of the forest, *Cinderford*, and *Upper Lydbrook*, to *Lydbrook Junction*. Hence other trains depart for *Ross*, *Symonds Yat*, *Monmouth*, *Tintern*, *Chepstow*, and other destinations in the picturesque valley of the winding Wye. The Forest of Dean will be remembered as the cradle of the British iron industry. It is still remarkable for its iron mines and collieries, also for its tree-lined drives, grassy clearings, shady avenues of beech, chestnut, and fir, majestic oaks, and magnificent views. Hotel—The "*Berkeley Arms*." Press—*Dursley, Berkeley and Sharpness Gazette*, 1878.

Resuming our progress from BERKELEY ROAD, we discern a monumental column erected in honour of worthy William Tyndale—who translated the New Testament into English—crowning Nibley Knoll, an eminence on our left. After passing CHARFIELD, the station for *Wotton-under-Edge*, we come to WICKWAR. From YATE extends a branch through IRON ACTON and TYTHERINGTON to THORNBURY, a market town noteworthy for the vicinity of Thornbury Castle, a seat of the Howards. We then pause at

MANGOTSFIELD JUNCTION

(For Bath, Shepton Mallet, Glastonbury, Wells, Bridgwater, Templecombe Junction, Exeter, Plymouth, and the West of England, Blandford, Broadstone Junction, Wimborne, Swanage, Weymouth, and South Dorset; Poole and Bournemouth; also for Clifton Down and Avonmouth),

Fares from Birmingham—1st, 11/6; 3rd, 7/3. Return—1st, 22/6; 3rd, 14/6.

129 miles from Derby. This important railway centre is the point where the through carriages for Bath, Templecombe Junction, and Bournemouth are detached from the "Bristol and West of England Expresses." Here, too, passengers by certain trains exchange carriages for the branch services that run *via* FISH PONDS, MONTPELIER and CLIFTON DOWN to HOTWELLS, also through SEA MILLS, SHIREHAMPTON, and AVONMOUTH DOCK to AVONMOUTH. The main-line expresses continue their journey through STAPLE HILL and FISH PONDS to

BRISTOL.

Temple Mead Station

(For Clevedon, Taunton, Weston-Super-Mare, Minehead, Lynmouth, Lynton, Barnstaple, Ilfracombe, Bideford, and Torrington; Exeter, Dawlish, Trignmouth, Torquay, and Dartmouth; also for Totnes, Plymouth, Newquay, Truro, Falmouth, Helston, St. Ives, and Penzance),

Fares from Edinburgh—	1st, 56/-; 3rd, 30/10½.	Return—1st, 106/6; 3rd, 59/0.
" " Glasgow—	" 56/6; " 30/5½.	" " 107/3; " 60/-
" " Leeds—	" 27/3; " 16/0.	" " 53/1; " 32/6.
" " Newcastle—	" 30/8; " 24/3.	" " 59/4; " 48/6.
" " York—	" 28/6; " 17/3½.	" " 56/10; " 34/7.
" " Manchester—	" 24/1; " 13/7.	" " 48/2; " 27/2.
" " Birmingham—	" 19/4; " 7/8.	" " 24/8; " 15/4.
" " Bournemouth—	" 15/7; " 6/6.	" " 26/3; " 13/-



ARMS OF BRISTOL.

611½ miles from Inverness, 467½ from Perth, 550½ from Aberdeen, 479 from Dundee, 419½ from Edinburgh, 437 from Glasgow, 321½ from Carlisle, 194½ from Manchester, 223½ from Bradford, 209½ from Leeds, 300½ from Newcastle-on-Tyne, 216½ from York, 170½ from Sheffield, 150 from Nottingham, 134 from Derby, 91½ from Birmingham, 65½ from Worcester, 43½ from Cheltenham, 37 from Gloucester, 89½ from Barnstaple, 75½ from Exeter, 102 from Torquay, 128½ from Plymouth, 184½ from Newquay, 194 from Falmouth, 208 from Penzance, and 89 from Bournemouth. Bristol, the maritime metropolis of the West, mostly lies between the waters of the Avon and the Frome. During the Norman, the Plantagenet, and the Early Tudor eras no other provincial city of England could compare with the importance of Bristol. In those mediæval centuries when Bristol was frequently visited by the reigning sovereign, it existed as a walled and fortified

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HEALTH RESORT.



ARMS OF THE CITY OF BATH.

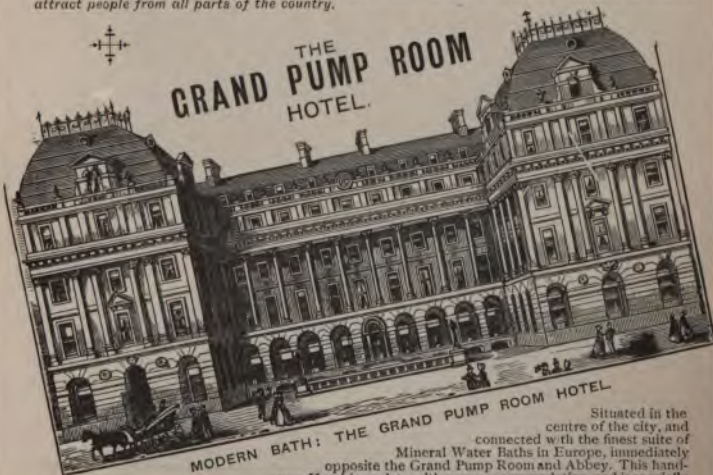
BATH, with its world-re-nowned BATHS and WATERS, occupies a premier position amongst Health Resorts. The remarkable cures wrought by the waters in cases of rheumatism, sciatica, and nervous affections, attract people from all parts of the country.



ANCIENT BATH.
REMAINS OF
THE ROMAN BATHS.



THE GRAND PUMP ROOM HOTEL.



MODERN BATH: THE GRAND PUMP ROOM HOTEL.

Situated in the centre of the city, and connected with the finest suite of Mineral Water Baths in Europe, immediately opposite the Grand Pump Room and Abbey. This handsome Hotel is replete with every accommodation, and is specially adapted for those requiring the use of the Bath Waters. The Wines are carefully selected, and the Cuisine is under an Experienced Chef. For particulars, apply to

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once practical and thorough, for he takes each of the great railroads of the country
in turn, and explains in detail the methods of its working."—*Leeds Mercury*.

CASSELL & COMPANY, LIMITED, Ludgate Hill, London.

town abounding with stately churches and abutting a massive castle that was planted upon the north bank of the Avon. Its quaint, narrow thoroughfares were then lined by the timber-built and gabled dwellings of those merchant-princes—such as William Canynges—whose ships sailed over the western ocean and brought their costly cargoes to the marts of England. From Bristol in 1597 departed Sebastian Cabot, who, with Christopher Columbus, became one of the first mariners to discover America; and at Bristol during the sixteenth century was incorporated the Society of Merchant-Venturers. When the nation was rent by the great Civil War, Bristol declared for the Parliament; but after a brief siege, on the 27th of July, 1643, it succumbed before the Royalist attack of Prince Rupert. Upon the 11th of September the fortunes of war were reversed, when the Cavaliers were compelled to capitulate after a stern assault conducted by Fairfax and Cromwell. Still later the hot wells of Clifton became a fashionable resort for invalids, and thus was laid a foundation for the future fortunes of Bristol's beautiful residential suburb. At present Bristol may be described as one of the most perfect examples extant of a wealthy and substantial town that flourished during the Middle Ages of England.

Passengers who have travelled to the joint railway stations of Bristol by the "Midland Expresses" will quickly reach Victoria Street, a main thoroughfare that extends in the direction of Bristol Bridge, which spans the floating harbour. Beyond this is High Street, a short thoroughfare leading towards the site of the old city cross, and thence to Broad Street. On our right from the Cross extends Wine Street, while to the left Corn Street and Clare Street afford a road across the harbour to St. Augustine's Parade, which affords direct communication with the College Green, where, near to the cathedral, are the High Cross and the Jubilee statue of the Queen by the late Sir J. E. Boehm, R.A. The old city cross was the true centre of ancient Bristol, and within a few minutes' walk are the chief public buildings of the city, including the handsome Guildhall, the Council House, the Assize Courts, the General Post Office, the Exchange, the Commercial Rooms, and the Corn Exchange, where a weekly market is held on Thursday. In the same neighbourhood are Mary-le-Port Street and Pithay, containing some of the finest examples of timber-framed houses that are to be found within the city. The Bristol Free Library is in King Street; but the Bristol Library and Museum are in Queen's Road, not far from the Victoria Rooms; while the Colston Hall is in Colston Street. In St. James's Square is the Young Men's Christian Association. Whiteladies Road, a fine thoroughfare leading to Clifton, contains the Bristol Fine Art Academy and the Schools of Science and Art.

Bristol is emphatically a city of churches. The two buildings

that more especially demand a passing notice are Holy Trinity Cathedral and the well-known parish church of St. Mary Redcliffe. The former, originally the great church of an Augustinian monastery founded in 1148 by Robert Fitz-Hardinge, is centrally situated upon the south side of College Green and near to the old



BRISTOL CATHEDRAL.

(From a photograph by Mr. W. H. Barton, Bristol.)

abbey gateway, which contains a fine Norman arch leading to Lower College Green. Although the original building has been mostly replaced by the Decorated work of an imposing choir remarkable for its large east window containing fourteenth-century stained glass, remains of Norman work still exist. The grand old chapter house is a singularly fine example of this period. During recent years the edifice has been completed by the erection of a singularly-pleasing nave terminated by two western towers, the

whole having been designed by the late Mr. G. E. Street, R.A. Both of the Lady Chapels are examples of Gothic work, the older partaking of a late Early English character, but the newer belongs to the Decorated era. Amongst the numerous tombs are memorials to Bishop Butler, whose "*Analogy of Natural and Revealed*



NORMAN GATEWAY.

(From a photograph.)

Religion" still ranks as a theological classic; Lady Hesketh, the friend of Cowper; and Robert Southey, the poet.

In Portwall Lane, close to Redcliffe Street, is the Church of St. Mary Redcliffe, termed by Queen Elizabeth "the fairest, the goodliest, and most famous parish church in England." It is without doubt the finest ecclesiastical building of Bristol. This magnificent cruciform pile, which owes much of its beauty to Bristol's worthy Mayor, William Canynge, is surmounted by

graceful spire that rises to a height of 275 feet. It chiefly dates from the time when the later Decorated was merging itself into the Early Perpendicular work, and is especially remarkable for the elaborate Gothic details of its north porch, transepts, choir, Lady Chapel, and series of windows resplendent with painted glass. Here may be seen the oaken chest in which poor Thomas Chatterton professed to have found the manuscripts that he averred to be the work of a mediæval monk, Thomas Rowley—a sad prelude to his brief misguided career and tragical death. Space would fail ere we could enumerate the noteworthy churches and chapels of this busy western city, but a line must be found for All Saints', chiefly because it shelters the tomb of Edward Colston (d. 1721), the philanthropic merchant whose munificent gifts to his native city of Bristol are still annually celebrated upon "Colston's Day."

Both Bristol and Clifton are remarkable for their educational advantages. Clifton, the beautiful residential suburb of mercantile Bristol, is celebrated for its wonderful Suspension Bridge, 700 feet in length, that spans the cliffs of the Avon at a height of 245 feet above the river; also for the new "*Clifton Rocks Railway*." Here, too, are the Durdham and Clifton downs, a district of noble churches, substantial mansions, and picturesque villas, in stately squares, crescents, and terraces that command delightful views. Brandon Hill, Tyndall Park, and the Zoological Gardens are amongst the attractions of Clifton. Within spacious grounds are the buildings of Clifton College, established in 1860, when, under the enterprising administration of Dr. John Percival, subsequently the president of Trinity College, Oxford, and now the headmaster of Rugby, it entered upon a career of singular success. In 1877 it was incorporated by Royal Charter, and is recognised as one of the leading public schools that own a nineteenth-century creation. The school, now containing over 600 boys, is under the headmastership of the Rev. M. G. Glazebrook, M.A. Not very far distant, in Tyndall Park, are the handsome modern Tudor buildings now occupied by Bristol Grammar School, another seat of first-grade education, founded in 1531 in accordance with a bequest of Robert Thorne, a Bristol merchant. Mr. Robert L. Leighton, M.A., is the headmaster. The Redland High School for Girls, well known for its superior educational course, is held at Redland Court, Bristol, and Clifton High School for Girls is in the Worcester Avenue. Other noteworthy corporations of Bristol are the Cathedral School, the Merchant Venturers' School, Colston's School, the Colston Girls' School, the Red Maids' School, and Queen Elizabeth's Hospital School. The University College, in Tyndall's Park, Clifton, affords an advanced educational course in the study of science, chemistry, languages, literature, history, physics, and engineering. It also provides accommodation

for the Bristol Medical School. Closely allied with the subject of education are the famous Orphan Houses on Ashley Down, a noble charity providing a home and tuition for over 2,000 orphan children. Conducted under the direction of its founder, the Rev. George Müller, who is assisted by Mr. James Wright, this vast scheme of Christian philanthropy is entirely supported by voluntary contributions. In Stokes Croft is the Bristol Baptist College.

For centuries Bristol has produced men of worth in the fields of letters, art, science, and commerce. Thus William Grocyn (b. 1442), who first taught Greek at Oxford, was a native of the old city on the banks of the Avon. Here, too, were born Richard Reynolds (d. 1816), the rich and liberal ironmaster, who, in conjunction with Abraham Darby, founded the Coalbrookdale Ironworks; Robert Southey (d. 1843), the poet-laureate; Joseph Cottle, the printer who first issued the works of Coleridge and Southey; William Combe (d. 1822), the satirist, who wrote the "*Tour of Dr. Syntax*;" and Hugh Conway (d. 1885), whose melodrama of "*Called Back*" created a singular sensation in the world of fiction. Two eminent men of letters who also claim connection with Bristol are Mr. John Addington Symonds (b. 1840), author of the masterly "*Renaissance in Italy*," and the art critic Mr. Frederick Wedmore (b. 1844). Other sons of Bristol have been Sir Thomas Lawrence (d. 1830), the great portrait-painter; Paul Falconer Poole, R.A. (d. 1879), an artist renowned for his vivid imagination and magnificent colour; William James Müller (d. 1845), a gifted landscapist; and Edward Hodges Baily, R.A. (d. 1867), the sculptor; also Sir Robert Rawlinson, K.C.B. (b. 1810), an eminent sanitary engineer, and Mr. George Gore (b. 1826), a well known man of science. Sir Nathaniel Wraxall (d. 1831), of the Indian Civil Service. Dr. Richard Bright (d. 1858), the learned physician of Guy's Hospital; and Dr. Elizabeth Blackwell (b. 1821), the first woman who gained a medical degree in the United States, were likewise amongst the natives of Bristol.

The commerce of this West of England metropolis has long been connected with the maritime interests of its extensive dock system sited at Bristol, Avonmouth, and Portishead, but conducted under the centralised administration of the Bristol Corporation. Here come vessels from all parts of the world with their costly freights of grain, sugar, tobacco, leather, and petroleum; while the export trade is chiefly connected with hardware goods and textile fabrics. The "*City of Cork Steam Packet Company*" despatch their fine steamers twice weekly from the *Cumberland Basin*, and passengers to Cork may obtain through bookings at the principal stations of the "*Midland Railway*." We should note that the dock system owns direct connections with the "*Midland*" and its fast goods services

to all parts of the United Kingdom. For nearly half a century the western main line of the "*Midland Railway*" has furnished the chief express passenger route between Scotland, the North-Eastern Counties, Yorkshire, Lancashire, and the Midlands. Passengers can now travel in through carriages from Aberdeen, Dundee, Edinburgh (*Waverley Station*), Glasgow (*St. Enoch Station*), Newcastle-upon-Tyne, York, Bradford, Leeds, Sheffield, Liverpool, Manchester, Derby, Nottingham, Leicester, Birmingham, Worcester, Cheltenham, and Gloucester, direct to BRISTOL (*Temple Mead Station*). Here, without leaving the station, they can



THE ROYAL HOTEL, COLLEGE GREEN.

exchange carriages for the through expresses of the "*Great Western Railway*" that proceed, *via* TAUNTON, direct to BARNSTAPLE, ILFRACOMBE, EXETER, DAWLISH, TEIGNMOUTH, TORQUAY, DARTMOUTH, PLYMOUTH, DEVONPORT, FOWEY, NEW QUAY, TRURO, FALMOUTH, HELSTON, PENZANCE, and other health resorts of Devonshire and Cornwall; also to CLEVEDON and WESTON-SUPER-MARE. *Temple Mead Station* is supplied with letter-boxes, a telegraph office, and a bookstall, also with refreshment and dining rooms. Luncheon baskets are supplied.

The "*Royal Hotel*" in College Green may be described as one of the finest hotels in the city. It is an imposing building, occupying a central position near to the cathedral and the High Cross, very comfortably furnished, and much frequented by American families. Its accommodation comprises a large coffee-room, also drawing, reading, smoking, and billiard-rooms, with excellent suites of private

apartments, and may be recommended to those who appreciate a well-arranged establishment. Other leading hotels are the "Grand," the "Talbot," the "George," and the "Queen's." At Clifton are the "Clifton Downs," the "Imperial," and the "St. Vincent Rocks."

Daily Press—*Bristol Evening News*, 1877; *Bristol Mercury*, 1790; *Bristol Times and Mirror*, 1865; *Bristol Western Daily Press*, 1858. Weekly—*Bristol Mercury*, 1790; *Bristol Observer*, 1859; *Bristol Times and Mirror*, 1735; *Clifton Chronicle*, 1850.

Having completed our journey from the North to Bristol for the West of England, we now propose to describe the route followed by "Midland" passengers travelling *via* Bath to the West of England and Bournemouth. Leaving BRISTOL, we pass FISH PONDS and STAPLE HILL ere we reach MANGOTSFIELD. Here we resume our journey from Gloucester, and soon speed through WARMLEY to BITON, whence we approach the Avon Valley. After entering Somersetshire, one of the larger agricultural counties, with 484,326 inhabitants, spread over an area of 1,049,812 acres, our train runs by KELSTON for *Salford*, which is succeeded by WESTON and

BATH,

Midland Station

(For Glastonbury, Wells, Bridgwater, Wimborne, and Bournemouth.)

Fares from Glasgow—	1st, 57/2; 3rd, 30/9½.	Return—1st, 108/8; 3rd, 61/-.
" " Edinburgh—	" 50/8; " 31/3.	" " 107/10; " 60/9.
" " Leeds—	" 28/6; " 16/9.	" " 87/-; " 33/6.
" " Newcastle—	" 40/4; " 24/7½.	" " 80/8; " 49/3.
" " Manchester—	" 24/9; " 13/11½.	" " 49/6; " 27/11.
" " Birmingham—	" 13/-; " 8/1.	" " 26/-; " 16/2.



ARMS OF BATH.

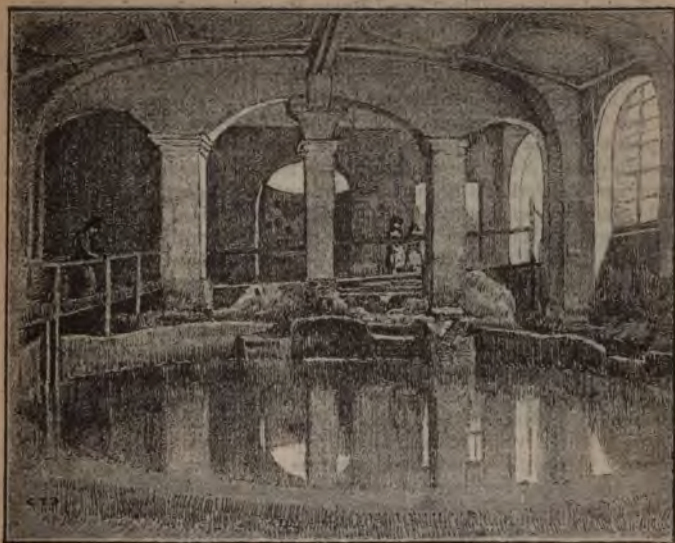
441½ miles from Glasgow, 424 from Edinburgh, 230½ from Liverpool, 199½ from Manchester, 228½ from Bradford, 214½ from Leeds, 221½ from York, 175½ from Sheffield, 96½ from Birmingham, and 74 from Bournemouth. Amongst the many good words which have been penned in praise of Bath, the "Queen of the West," few have been more fairly descriptive than those of Thomas Carlyle, who, after his second visit, affirmed, "Bath is decidedly the prettiest town in all England. Nay, Edinburgh itself, except for the sea and the

Grampians, does not equal it. Regular, but by no means formal streets, all clean, all quiet, yet not dead, winding up in picturesque, lively varieties along the face of a large, broad sweep of woody green sandstone hill, with large outlook to the opposite side of the valley." From many men such eulogy might appear a merely mediocre form of compliment, from Carlyle it was a

magnificent testimonial. And such a testimonial is well deserved, for the beauties of Bath are many. Its stately squares, crescents, and terraces are still models of comfortable English homes; while such noble hills as Lansdowne (813 feet), Claverton (600 feet), Bathwick (400 feet), Beechen Castle, Shan Castle, and other viewpoints, afford a glorious framework to its deep picturesque valley.

Few English cities can claim such hoary antiquity as Bath; but its more noteworthy founders were undoubtedly the imperial Romans, whose stately settlement of "Aquæ Sulis," with its walls, streets, bridges, aqueduct, and noble bath, must have been one of their chief stations in Britain. When the conquerors withdrew to the South of Europe, their city was for a time inhabited by the West Britons, but after 577, when the decisive battle of Deorham resulted in the victory of Ceawlin, "Bathanceaster" and North Somerset were added to the kingdom of Wessex. During the Saxon rule a Benedictine foundation stood upon the site now covered by the Abbey Church, a mediæval foundation of John de Villula, a physician of Tours, who subsequently became Bishop of Wells and the Norman founder of Bath, where he rebuilt the monastic church of St. Peter. At the time of the great Civil War Bath was alternately held for the King and for the Parliament.

After the Restoration it is evident that the ancient sanatorium of Somersetshire was again becoming a centre of attraction, for we glean from Macaulay, in his remarks on the state of England in 1685, that "at the head of the English watering-places, without a rival, was Bath. The springs of that city had been renowned from the days of the Romans. It had been during many centuries the seat of a Bishop. The sick repaired thither from every part of the realm. The King sometimes held his Court there. Nevertheless, Bath was then a maze of only four or five hundred houses crowded within an old wall in the vicinity of the Avon." Hence it appears that the chief architectural attractions of modern Bath are mostly due to the enterprise of the elder and the younger Wood, whose imposing Classical designs may rank amongst the best elevations of their time. Neither should we forget the local enterprise of Ralph Allen, nor the eccentric society régime of Beau Nash, the autocratic Master of the Ceremonies, whose ruling of the pump-room, the baths, the promenades, the assembly-rooms, and, alas! we must add the gaming-tables, are recorded amongst the greatest traditions of eighteenth-century Bath. For a long period the watering-place of the West was the chief centre of society when out of London. Here flocked statesmen, lawyers, doctors, artists, novelists, actors, and other celebrities of the day. The great Earl Chatham, silver-tongued Edmund Burke, Richard Brinsley Sheridan the dramatist, with Thomas Gainsborough and Sir Thomas Lawrence



THE CIRCULAR ROMAN BATH.

the painters, were but some of the many men of mark who resorted to Bath. Here Robert Southey spent his boyhood, and here, half a century later, came that poetic genius Walter Savage Landor, who prophesied so well of Bath, and compared it to his favourite Florence. Amongst the natives of the city have been Sir William Edward Parry (d. 1855), the famous Arctic navigator; Sir James Brook (d. 1868), the Rajah of Sarawak; Richard Lovell Edgeworth (d. 1817); Thomas Haynes Bayly (d. 1839), the versatile novelist and song-writer, who penned the "*Mistletoe Bough*"; William Hone (d. 1842), to be remembered for his "*Every-Day Book*," and the gifted actor Benjamin J. Webster (d. 1882).

Bath, alike celebrated for its mild yet salubrious climate, and the efficacy of its thermal waters, which rise from the Roman Well at a temperature of 120° Fahrenheit, is, without doubt, one of the chief health-resorts of the United Kingdom. Its magnificently-appointed baths, which have been well termed "the most perfect in Europe," are supplemented by a costly series of modern mechanical appliances, admirably designed for the application of various

medicated waters. The Grand Pump Room is an imposing building adjoining the Grand Pump Room Hotel. One of the most interesting remains of the past is the large Roman bath, which, with its ambulatory, hall, and chambers, is open to public inspection. Here, too, is a circular bath of the same period, and numerous unique relics of the Imperial conquerors of Briton. Although the King and Queen's Bath is of ample capacity, it is now to a great extent superseded by the New Royal Bath and the New Queen's Bath, two luxuriously-fitted and beautifully-decorated bathing establishments. Other bathing centres are the Royal Private and Hot Baths, the Cross Bath, and the Kingston Bath. The Royal Mineral Water Hospital and the Royal United Hospital are valuable medical charities.

Chief amongst the public buildings of Bath is its ancient abbey church dedicated to St. Peter. Founded during the early part of the sixteenth century by Bishop King, and completed by the priors of the monastery, this stately cruciform edifice is an exceedingly fine example of the Perpendicular period. It is characterised by a lofty clerestory, good windows, and contains numerous interesting monuments. In Argyle Street is the Congregational Church, that for sixty-three years witnessed the popular ministrations of "Jay of Bath." Amongst educational centres are Bath College, widely known for the excellence of its first-grade educational course; the King's School, a sixteenth-century foundation of Edward VI., in Broad Street; the Royal School for the Daughters of Officers of the Army at Lansdowne, where also is the New Kingswood School for the sons of Wesleyan ministers; and the Roman Catholic College in Prior Park. In the High Street, Bath possesses a handsome Guildhall, also Assembly Rooms between Alfred Street and Bennett Street, the theatre in Beaufort Square, a Literary and Scientific Institute in the North Parade, and the Athenæum in Orange Grove. In Queen's Square is the Bath and County Club, and the General Post Office will be found in York House Buildings. The Jubilee Hall of the Young Men's Christian Association is in Broad Street.

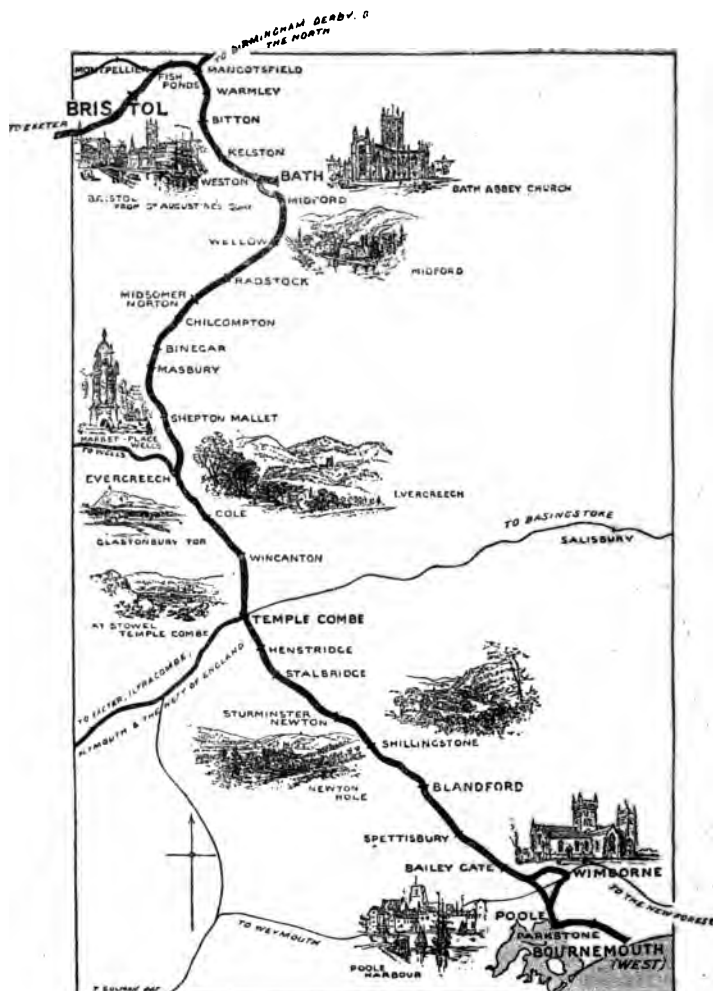
The *Midland Station* is supplied with a letter-box, a telegraph office, a bookstall, and refreshment-rooms. Luncheon baskets can be obtained. The leading hotels are the "Grand Pump Room"—an imposing, well-arranged, and handsomely-furnished establishment in direct connection with the baths—the "York House," the "Lansdowne Grove," the "Royal," "Stead's Private Hotel," and "Francis's Boarding House." The "Castle," the "Christopher," and the "Angel" are family and commercial hotels. (*Population*—51,843.) *Daily Press*—*Bath Daily Argus*, 1870; *Bath Daily Chronicle*, 1877; *Bath Herald*, 1792. *Weekly*—*Bath Argus*, 1870; *Bath Chronicle*, 1757; *Bath and Cheltenham Gazette*, 1812; *Bath Herald*, 1792; *Bath Journal*, 1742; *Bladud*, 1885.

C.—BRISTOL TO TORQUAY, PLYMOUTH, AND PENZANCE.
BATH TO TEMPLECOMBE, PLYMOUTH, AND BOURNEMOUTH.

BRISTOL TO CLEVEDON, WESTON-SUPER-MARE, BRIDGWATER, TAUNTON, MINEHEAD, LYNMOUTH, LYNTON, BARNSTAPLE, ILFRACOMBE, BIDEFORD, TORRINGTON, EXETER, DAWLISH, TEIGNMOUTH, TORQUAY, DARTMOUTH, PLYMOUTH, TRURO, FALMOUTH, AND PENZANCE; ALSO *via* BATH TO SHEPTON MALLET, GLASTONBURY, WELLS, BRIDGWATER, BURNHAM, AND TO TEMPLECOMBE JUNCTION FOR SALISBURY AND SOUTHAMPTON OR PORTSMOUTH FOR THE ISLE OF WIGHT; ALSO FOR YEOVIL, SEATON, SIDMOUTH, EXETER, EXMOUTH, BARNSTAPLE, LYNTON, LYNMOUTH, ILFRACOMBE, BIDEFORD, TORRINGTON, OKEHAMPTON, BUDE, LAUNCESTON, AND PLYMOUTH; AND *via* BLANDFORD TO WIMBORNE, WAREHAM, SWANAGE, DORCHESTER, WEYMOUTH, RINGWOOD OR BROCKENHURST FOR THE NEW FOREST, LYMINGTON, POOLE, AND BOURNEMOUTH (*West Station*).

BRISTOL, the generally-recognised maritime metropolis of the West, may be compared to a key by which we can easily and expeditiously enter the fair counties of Somerset, Devon, and Cornwall. Having already shown its intimate connection with all parts of Scotland, the North of England, and the Midland Counties, by means of the "*Midland Railway*," it remains for us to briefly summarise the various travelling facilities which are here made available for the West of England. Similarly we must describe the onward route of the through carriages for the South, which travel by way of Bath, Shepton Mallet, Everereech Junction, Templecombe Junction, Blandford, and Poole to their terminus at Bournemouth (*West Station*).

The direct connections for the West of England may be grouped into two important divisions, one of these having relation to the expresses of the "*Great Western Railway*" from Bristol (*Temple Mead Station*), while the other will treat of the "*London and South Western*" services, which are similarly available at Templecombe Junction. Taking these divisions in their topographical order, we shall first notice that which emanates from Bristol. The nearest watering-places are Clevedon and Weston-super-Mare, both of which overlook the Bristol Channel. Through Bridgwater the "*Great Western*" services next speed to Taunton, the capital of Somerset, where passengers may exchange carriages for Minehead, which



ROUTE MAP.—IX. BRISTOL TO BATH, TEMPLECOMBE, WIMBORNE, AND BOURNEMOUTH.

owns direct coach services for Lynmouth and Lynton, likewise for Barnstaple, also connected by coach with these picturesque villages of the Lyn Valley. Hence, too, extensions of the railway services afford access to Ilfracombe, Bideford, and Torrington. Southward from Taunton, and on the main line to South Devon, is the old city of Exeter (*St. David's Station*), while Dawlish and Teignmouth are both passed *en route* to Newton Abbot, whence a southward branch extends towards Torquay and to Kingswear for Dartmouth. Some short northerly lines from Newton Abbot also extend to the borders of Dartmoor. The through expresses continue their journeys by Totnes—connected by a branch with Ashburton—to Plymouth, well known for its connection with the ocean services to India, China, and the East. Entering Cornwall, they speed onwards to Bodmin Road, a junction for Bodmin, Wadebridge, and Padstow. They next pause at Par, whence a branch line provides communication with Newquay, a salubrious watering-place on the northern coast. A short spur southward from Par enters Fowey. Still onwards through St. Austell, the Cornish expresses reach Truro, where certain carriages are detached for Falmouth. They then pause at Gwydyr Road for the branch to Helston and the Lizard District, at St. Erth for St. Ives, and finally enter Penzance, the most westerly watering-place of Europe, and within thirteen miles of the Land's End.

Returning to Mangotsfield, we will now take up the chief points of the "*London and South Western*" express services to the West of England, which are available to "*Midland*" passengers at Templecombe Junction. After leaving Bath, the beautiful health resort of the West, the "*Bournemouth Expresses*" run by several wayside stations to Shepton Mallet, and hence to Everereech Junction, which is the point of exchange for passengers who may desire to reach the relics of ancient Glastonbury, the noble Gothic cathedral and tiny city of Wells, and the town of Bridgwater. The next pause will be made at Templecombe Junction, on the main line of the "*London and South Western*" system. Its eastward connections afford access *via* Salisbury with Southampton for Cowes, Newport, and the Channel Islands, and with Portsmouth for Ryde, Sandown, Shanklin, and Ventnor, while its western road provides a direct route to all parts of the West of England. The chief towns and tourist districts approached by the latter services are Yeovil; the pleasant watering-places of Seaton and Sidmouth; Exeter (*Queen Street Station*), the ancient capital of Devon; and Exmouth, a favourite seaside resort on the mouth of the Exe. The "*London and South Western*" route to Barnstaple (for Lynton and Lynmouth), Ilfracombe, Bideford (for Clovelly), and Torrington, extends northward by way of Yeoford Junction. Its main line to the great seaport of Devonshire leads through Okehampton—on the

northern borders of Dartmoor, and the point of exchange for Holsworthy, Bude, and Launceston—towards Tavistock, whence the through expresses speed to Plymouth (*North Road Station*) and Devonport. At *North Road* passengers can exchange carriages for the "*Great Western*" services to all parts of Cornwall.

To resume our description of the route followed by the "*Bournemouth Expresses*" necessitates a return to Templecombe Junction. After parting with their passengers for the east or the west, these trains travel southward to the town of Blandford. Within twenty minutes they come to Broadstone, another important junction where passengers by certain trains may alight for the westward services that afford communication with Wareham, Swanage, Dorchester, and Weymouth; also for the eastward trains that, running *via* Wimborne, famous for its ancient minster, provide access to Ringwood, Brockenhurst, and Lyndhurst Road, three favourite destinations for tourists wishing to explore the sylvan charms of the New Forest. Still approaching the south coast, another brief pause is made at the old but progressive seaport of Poole, which is succeeded by its pretty residential suburb Parkstone. Finally, the "*Midland*" passengers from the far North, Yorkshire, Lancashire, and the Midland Counties, reach their desired terminus at Bournemouth (*West Station*), the beautiful seaside health resort of Hampshire.

AFTER a few minutes' pause at BATH (*Midland Station*), the "*Bournemouth Expresses*" resume their journeys over the "*Somerset and Dorset*" system, which since 1875 has been the joint property of the "*Midland*" and the "*London and South Western*" railways. Travelling through the charming countryside of rural Somersetshire, we approach MIDFORD, and then by WELLOW reach RADSTOCK, a small colliery centre. Within another five minutes we pass MIDSOMER NORTON, which is succeeded by CHILCOMPTON, BINEGAR, and MASBURY, where we are at our summit level of the Mendip Hills, 800 feet above the level of Bath, and near to SHEPTON MALLET, an old market town which is chiefly famous for the malthouses and breweries here established by the Anglo-Bavarian Brewery Company. It is likewise noteworthy for a hard road granite quarried in the Mendips, also for the production of asphalt and lime. Speeding onwards, we may see on our right a series of picturesque valleys, from which rises Glastonbury Tor, surmounted by the ruined tower of a thirteenth-century chapel. Passing EVERCREECH (*New Station*) we come to EVERCREECH JUNCTION (for *Castle Cary, Glastonbury, Wells, Bridgwater, and Burnham*), where passengers by certain trains can exchange carriages for the line that *via* PYLE and WEST PENNARD affords the means of communication with

GLASTONBURY

(For Wells and Cheddar),

Fares from Birmingham—1st, 17/1; 3rd, 10/0½. Return—1st, 31/8; 3rd, 20/1.

58 miles from Bournemouth. Some twelve centuries have rolled by since the king of the West Saxons founded, at the foot of the Tor, and in the country of the Glæstings, the renowned abbey which, according to Professor Freeman, was "the oldest of the great monasteries of England." Here Dunstan presided over the premier Benedictine foundation of the kingdom. Here, too, Henry of Blois and other mitred abbots of the Norman line ruled in princely state, while they raised a church and monastic buildings that became the wonder of kings, until 1539 when the career of Glastonbury was over. At present all that remain are fragments of ivy-mantled masonry and the abbot's kitchen. Near to its site is the "George Inn," a richly-wrought mediæval hostelry. The parish churches of St. John the Baptist and St. Benedict contain portions of excellent Gothic work. At the station are a bookstall and a telegraph office. Hotels—The "George" and the "Crown." (*Population*—4,119.) Press—*Avalon Independent*, 1890; *Central Somerset Gazette*, 1861.

By an exchange of carriages at Glastonbury passengers may join the branch services that proceed through POLSHAM to

WELLS.

Fares from Birmingham—1st, 17/10; 3rd, 10/1½. Return—1st, 31/8; 3rd, 20/1.



ARMS OF WELLS.

62 miles from Bournemouth. The quaint and quiet little city of Wells, sheltered on the north by the rocky Mendip range, and surrounded by the rich pasture lands of a fertile Somersetshire valley, contains one of the most beautiful cathedrals to be found in England. In 704 King Ine, the pious monarch of Wessex, here founded St. Andrew's Church, which in 909, rather more than two centuries later, was made the centre of a see, of which Ealdhelm was the first bishop. To one of his Norman successors, Bishop Jocelyn, who held the bishopric from 1205 to 1242, Wells owes the greater part of its truly magnificent church, a choice example of the beautiful Early English and Decorated-Gothic work that prevailed during the thirteenth and the fourteenth centuries. Its highly-enriched west front, with a marvellous array of canopied statuary, its elaborately-ornamented tower, and the graceful tracery of its windows present from many points of view an imposing picture. Its interior is equally remarkable for the lofty vaulted choir, the elegant Lady Chapel, and a choice collection of painted glass. Not far distant is the highly-interesting Vicar's

Close, originally designed as a residence for secular canons. In another direction, within magnificent private grounds, stands the grand moated baronial pile known as the Bishop's Palace, another work of that indefatigable builder Bishop Jocelyn. Wells will be remembered for its associations with Bishop Ken, who wrote "*The Evening Hymn*." The present Bishop of Bath and Wells is the



WELLS CATHEDRAL.

Right Rev. Lord Arthur Charles Hervey, D.D. Within the precincts of the city are St. Cuthbert's church, a fine Perpendicular edifice, the Wells Theological College, the Cathedral Grammar School, the Wells High School for Girls, the Town Hall, and the Market House. A market is held on Saturday. Wednesday is an early-closing day. In High Street is the General Post Office. Within a drive from Wells are Cheddar Cliffs, the Mendip Hills, Ebber Rocks, and Wookey Hole Cave. Hotels—The "Swan" and the "Mitre," (Population—4,822.) Press—Wells Journal, 1851.

Returning to GLASTONBURY and resuming our journey westward, we quickly pass ASHCOT and SHAPWICK and come to EGINTON JUNCTION, whence a branch diverges towards BASON BRIDGE, HIGHBRIDGE, and BURNHAM, a salubrious little bathing resort, with excellent sands, upon the shores of the Bristol Channel. Its sea-front is skirted by a well-paved promenade. Hotels—The “Queen’s” and the “Royal Clarence.” The main route from EGINTON JUNCTION extends *via* COSSINGTON to

BRIDGWATER,

Fares from Bournemouth—1st, 15 7; 3rd, 5 6. Return—1st, 25 11; 3rd, 11 6.

69 miles from Bournemouth. Bridgwater, a municipal borough of Somersetshire, is an agricultural centre and a seaport upon the banks of the Parrett. Here, too, flourish several manufactures, of which the chief are connected with the production of Bath bricks, cement, oil-cake, cotton-cake, and malt. In the town are several public buildings, including the Town Hall and Free Library, an imposing parish church dedicated to St. Mary, the Corn Exchange, the Market Hall, and the General Post Office in High Street. A market is held on Wednesday, and Thursday is an early-closing day. Bridgwater will be remembered as the headquarters of the Duke of Monmouth’s army previous to its disastrous defeat upon the neighbouring field of Sedgemoor on the 5th of July, 1685. Mr. Geo. F. Deacon, an eminent civil engineer, is a native of Bridgwater. The local agent for the “*Midland Railway*” is Mr. Alfred Peace, of the West Quay and Chandos Street. The leading hotel is the “Clarence.” (Population—12,429.) Press—*Bridgwater Independent*, 1871; *Bridgwater Mercury*, 1856.

Returning to EVERCREECH JUNCTION, we should remark that an omnibus service in connection with certain trains runs to and from *Castle Cary*. Resuming our journey, we reach COLE, whence another omnibus runs to and from *Bruton*, best known for its foundation King’s School. We now proceed by WINCANTON to

TEMPLECOMBE JUNCTION

(For *Salisbury*, *Southampton*, *Portsmouth*, and the *Isle of Wight*; also for *Yeovil*, *Seaton*, *Sidmouth*, *Exeter*, *Exmouth*, *Barnstaple*, *Ilfracombe*, *Bideford*, *Torrington*, *Okchampton*, *Bude*, *Launceston*, *Tavistock*, *Devonport*, and *via Plymouth* to the watering-places of *Cornwall*),

Fares from Birmingham—1st, 50 8; 3rd, 11 2. Return—1st, 38 0; 3rd, 22 4.
 „ „ Bristol— „ 0 5; „ 3 6. „ „ 15 11; „ 7 7.

133½ miles from Birmingham, 52 from Bristol, 37 from Bath, and 38 from Bournemouth. This important traffic centre is situated upon the West of England main line of the “*London and South Western*

Railway," and therefore by an exchange of carriages "*Midland*" passengers can here join the "Exeter, Ilfracombe, and Plymouth Expresses," which afford direct communication with YEovil, SEATON, SIDMOUTH, EXETER (*Queen Street*), EXMOUTH, BARNSTAPLE, ILFRACOMBE, BIDEFORD, TORRINGTON, OKHAMPTON, HOLSWORTHY for *Bude*, LAUNCESTON for *Newquay*, TAVISTOCK, PLYMOUTH (*North Road*) for all parts of South Cornwall, and DEVONPORT. At Templecombe connections can also be made with the expresses to SALISBURY, whence a branch extends to SOUTHAMPTON, the port of departure for COWES, GUERNSEY, JERSEY. GRANVILLE, ST. MALO, and CHERBOURG, also for the ocean services to NEW YORK. At the station are a letter-box, a telegraph office, a bookstall, and refreshment-rooms. Hotel—The "*Royal*."

Resuming our southward journey we run amidst richly-timbered meadows by HENSTRIDGE and enter Dorset, covering 627,265 acres and containing 194,487 inhabitants, ere we come to STALBRIDGE. Crossing the Lidden, we pass STURMINSTER NEWTON, a small town of Blackmore Vale, celebrated as a hunting district. Our train now travels through the Stour Valley and *via* SHILLINGSTONE, for *Child Okeford* and *Okeford Fitzpaine*, reaches

BLANDFORD,

Fares from Bristol—1st, 12/11; 3rd, 4/3. Return—1st, 21/8; 3rd, 9/7.

149½ miles from Birmingham and 21½ from Bournemouth. This substantial little market town of Dorsetshire owns a *Town Hall*, also a Corn Exchange, where a market is held on Saturday. During the summer Thursday is an early-closing day. In the Market Place is the General Post Office. Lord Portman's hounds afford excellent hunting. At the station are a letter-box, a telegraph office, and a bookstall. Hotel—The "*Crown*." (*Population*—3,974.) Press—*Blandford Express*, 1859; *Southern Guardian*; *Weekly News*, 1885; *Western Gazette*, 1737.

After leaving Blandford we continue our journey with the Stour winding on our left. Our next station is SPETISBURY, which is succeeded by BAILEY GATE for *Sturminster Marshall*. Two roads now lie before us, the express route to Bournemouth *via* BROADSTONE, or that which is followed by trains that travel thence *via*

WIMBORNE,

Fares from Bristol—1st, 13/8; 3rd, 5/8. Return—1st, 22/3; 3rd, 11/5.

160½ miles from Birmingham and 10 from Bournemouth. Wimborne, formerly the seat of a stately abbey, the burial-place of King Æthelred, and one of the most ancient towns of Dorsetshire, is celebrated for Wimborne Minster, founded by Cuthburga, the sister of Iue, King of Wessex. It is a singularly perfect example of the Norman

period, and is also remarkable for its later Pointed Gothic work. Near to the minster is Wimborne Grammar School. In the neighbourhood are Canford House, the magnificent mansion of Lord Wimborne, and Cranborne Manor, the fine seat of Viscount Cranborne. In High Street is the General Post Office. A market is held on Friday, and Wednesday is an early-closing day. At the station are a telegraph office, a bookstall, and a refreshment-room.



WIMBORNE MINSTER.

The "King's Head" and the "Crown" are the leading hotels. (Population—6,763.) Press—*Wimborne Guardian*, 1887. Our next pause is at

BROADSTONE

(For Wimborne, Ringwood, Brockenhurst, Lyndhurst Road, and the New Forest; also for Wareham, Swanage, Dorchester, and Weymouth),

Fares from Birmingham—1st, 25/-; 3rd, 15/4½. Return—1st, 46/-; 2nd, 26/6.

81½ miles from Bristol. Broadstone is a railway junction upon the South of England main line of the "London and South Western Railway," and the point of exchange for "Midland" passengers who travel westwards for WAREHAM, SWANAGE, DORCHESTER, and WEYMOUTH, or eastwards to RINGWOOD, BROCKENHURST, LYNDHURST ROAD for *Lyndhurst*, and other stations that afford access to the picturesque woodlands of the New Forest. Again moving southwards, within another three miles we arrive at

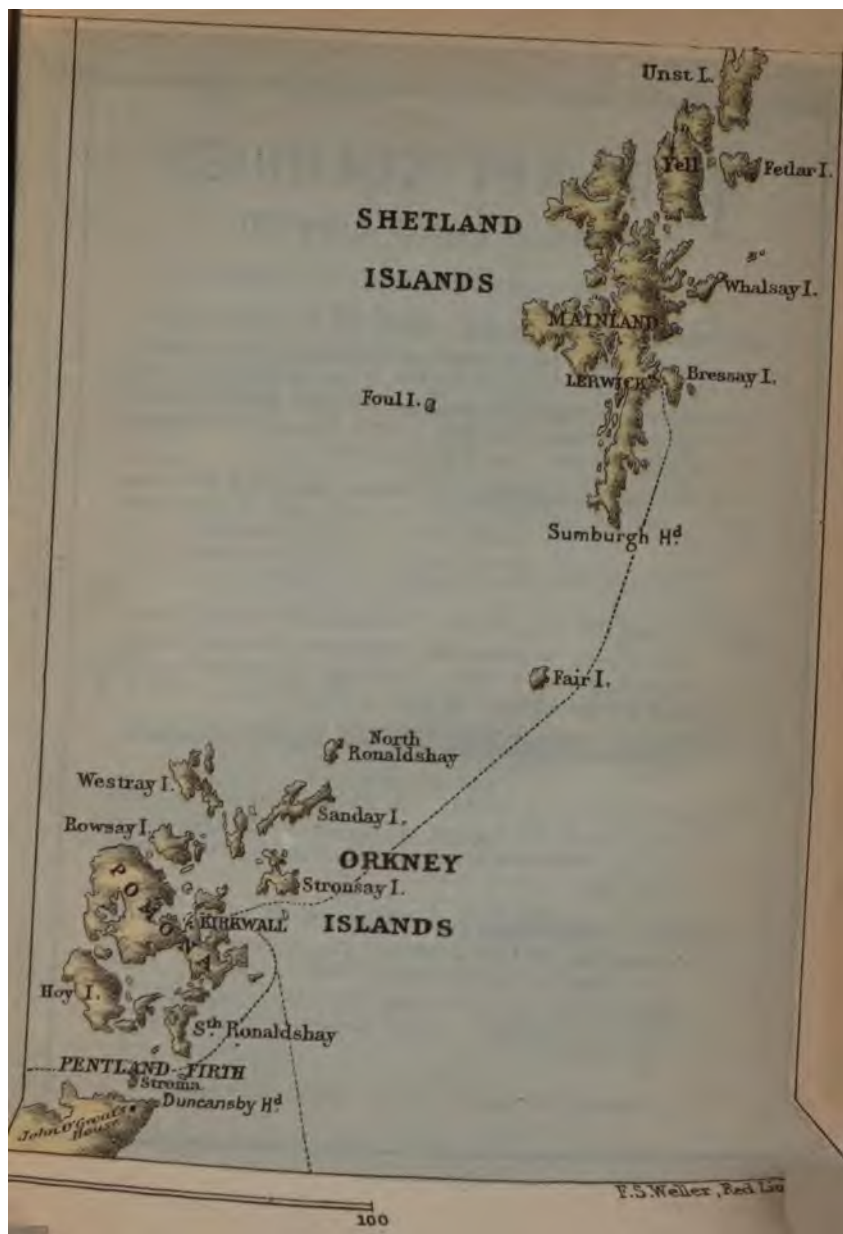
respective charms; while others who prefer to stay upon *terra firma* can avail themselves of the entertainments on the pier, also at the Winter Gardens, and the theatre; the performances of the proficient musical bands, and the excursions afforded by the several coaches and *chars-à-banc* that run to places of interest in the district. In the immediate vicinity of Bournemouth are Constitution Hill, Talbot Village, Talbot Woods, Canford Cliffs, Branksome Chine, Bourne Bottom, and Parkstone; while further afield are Ringwood and Brockenhurst—for the New Forest—Lymington, and Winchester; Wareham for Corfe Castle, Swanage, Dorchester, and Weymouth; Wimborne, Glastonbury, Wells, Bath, and Bristol.

Amongst the chief buildings of Bournemouth are the bathing establishment, with a library and reading-rooms, which will be found upon the sands facing the pier. The Town Hall is in the Albert Road, and the General Post Office in Jervis Place; while the Cairn Memorial Hall and the Shaftesbury Hall, the home of the Young Men's Christian Association, are in St. Peter's Road. In addition to the parish churches, dedicated to St. Peter and the Holy Trinity, numerous places of worship may be found representing all the principal denominations. Wednesday is an early-closing day. First-class omnibuses are run every few minutes from Westbourne on the West Cliff through the principal main thoroughfare of Bournemouth to Boscombe on the East Cliff, and *vice versa*. Lists of houses and properties to be let or sold are published by Messrs. Hankinson and Son, and by other firms of house agents. The "*Midland*" expresses from Scotland, the North of England, Lancashire, Yorkshire, and the Midland Counties run into the *West Station*, where are a telegraph office, a letter-box, refreshment-rooms, and a bookstall.

The leading hotels are the "Royal Bath," the "Royal and Imperial Exeter," the "Mont Dore," the "High Cliff," the "Boscombe Chine," "Stewart's," the "Burlington," the "Metropole," and the "Grand," which is centrally situated either for pleasure or business, and may be relied upon for comfort and good management. Indeed all of these hotels are elegantly decorated and magnificently furnished buildings, which may be commended for the excellence of their respective managements. The "Imperial," charmingly situated upon the East Cliff, is a beautifully decorated and handsomely furnished establishment, patronised by the best families. It is well managed, and bears a good reputation for refined comfort. "White Hall," "Eastcliff," and "Bourne Hall," are some of the chief residential boarding houses. (*Population*—37,650.)

Press—*Bournemouth Guardian*, 1883; *Bournemouth Observer*, 1875; *Bournemouth Visitors' Directory*, 1858; *Observer and Chronicle*, 1872; *Western Chronicle*, 1764; *Western Gazette*, 1737.

(For additional illustrations of Bournemouth, see *Panoramic Map*, page 348.)



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PASSENGERS TRAVELLING BY THE DAY OR NIGHT
MIDLAND SCOTCH EXPRESSES
FROM **LONDON**
(ST. PANCRAS STATION)

BRISTOL,
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MANCHESTER,
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CAN TRAVEL IN THROUGH CARRIAGES VIA THE FORTH AND THE TAY BRIDGES
DIRECT TO **ABERDEEN** FOR ALL PARTS OF THE NORTH OF SCOTLAND.

Connecting Trains leave Aberdeen for Banchoory, Aboyne, Ballater for Balmoral and the Braemar Highlands; for Hantly, Banff, Keith, Craigellachie, Elgin, Forres, Nairn, Inverness, and all Stations in the North; and for Peterhead, Fraserburgh, and the Buchan District—at times which allow a sufficient interval to enable Passengers to get a Bath and Refreshments in the Hotel.

Passengers travelling by the Aberdeen route in Sleeping or other Saloons remain in the Carriages until arrival at Aberdeen. They thus secure a comfortable night's rest, and avoid the unpleasantness of being disturbed en route at an inconveniently early hour.

THE GREAT NORTH OF SCOTLAND ROUTE TO INVERNESS AND THE
HIGHLANDS IS
VIA **ABERDEEN.**

THE MALVERN, HEREFORD, BRECON, AND SWANSEA SERVICES.

SECTION VIII.—NEWCASTLE-UPON-TYNE, SUNDERLAND, DURHAM, DARLINGTON, HARTLEPOOL, MIDDLESBOROUGH, WHITBY, SCARBOROUGH, YORK, HULL, KEIGHLEY, BRADFORD, HARROGATE, ILKLEY, LEEDS, WAKEFIELD, BARNLEY, SHEFFIELD, CHESTERFIELD, DERBY, NOTTINGHAM, BURTON-UPON-TRENT, TAMWORTH, WOLVERHAMPTON, WALSALL, LEICESTER, AND BIRMINGHAM (*New Street*), TO WORCESTER; ALSO FROM INVERNESS, PERTH, ABERDEEN, DUNDEE, EDINBURGH (*Waverley Station*), GLASGOW (*St. Enoch Station*), CARLISLE, BLACKBURN, BOLTON, AND MANCHESTER (*Victoria or Central Station*), LIVERPOOL (*Central Station*), SOUTHPORT (*Lord Street*), STOCKPORT (*Teviot Dale*), BUXTON, MATLOCK, AND DERBY, TO WORCESTER FOR MALVERN, HEREFORD, BRECON, SWANSEA, AND SOUTH WALES.

INTIMATELY connected with the "*Midland*" routes from Northumberland, Durham, Yorkshire, Lancashire, and the North, is its direct line through Malvern, Hereford, and Brecon to Swansea, a remarkably progressive seaport and the chief metallurgical centre of South Wales. This convenient track diverges from the trunk road at Worcester (*Shrub Hill Station*). It is thus connected with certain expresses travelling between Birmingham and Bristol, which pause for the convenience of passengers who wish to exchange carriages for the services that approach picturesque Herefordshire and the attractive tourist districts of South Wales. Presuming that travellers proceed from Derby, Burton-on-Trent, Wolverhampton, Walsall, and Birmingham (*New Street*), to Worcester, they may at this point join one of the through carriages that run each weekday to Swansea. After leaving *Shrub Hill Station* these trains speed towards Great Malvern, the well-known health resort and educational centre of Worcestershire, and thence pass through Ledbury to the capital of Herefordshire, with its ancient cathedral, pleasantly situated on the banks of the Wye. Continuing their journey, another noteworthy pause is

made at Hay for the little "*Golden Valley Railway*," that extends through Dorstone to Pontrilas, a station on the "*Great Western*" system; also for the branch line that leads through Eardisley to Kington, Presteign, and New Radnor. At Three Cocks Junction passengers may join the trains of the "*Cambrian Railways*" for Builth Wells, Llanidloes, Aberystwyth, Aberdovey, Dolgelly, Barmouth, and Portmadoc; while at a succeeding halting-place, Tallylyn Junction, the "*Brecon and Merthyr*" supplies a road towards Dowlais, Merthyr (*Vale of Neath Station*), Cardiff (*Taff Vale Station*), and Newport (*High Street Station*). Brecon, a prosperous market town occupying a charming situation in the Usk Valley, is famous for its handsome priory church, the ruins of an ancient castle, and a scholastic foundation ranking amongst the leading educational centres of South Wales. Still moving onward through the wild mountain scenery of Brecknockshire, the "*Midlands and South Wales Services*" approach their terminus at Swansea, seated on the shores of a magnificent bay.

LEAVING Birmingham (*New Street Station*) in one of the through carriages that proceed to Brecon, we travel by way of BARNT GREEN and BROMSGROVE to WORCESTER. Shortly after leaving the *Shrub Hill Station* our train pauses at *Foregate Street*, one of the chief thoroughfares of the city, and then while crossing the Severn affords on our left an excellent view of Worcester Cathedral ere we speed onwards to HENWICK. Our road now lies across the Teme, a tributary of the Severn, and by BRANSFORD ROAD. About a mile distant is the ancient parish church of Leigh, noteworthy for its monuments. Presently, on the right, we get a glimpse of Starridge, and still farther away of the Malvern Hills, while on our left we soon perceive MALVERN LINK. Far away to the south, down the valley of the Severn, there is a charming prospect over a fertile and well-wooded country, dotted here and there with large mansions and pleasant villages. In the opposite direction, as we wind round the foot of the hill, we see the Worcestershire Beacon as the background of

GREAT MALVERN

(For Tewkesbury and Ashchurch);

Fares from Glasgow—	1st, 51/-; 3rd, 25/11.	Return—1st, 91/9; 3rd, 51/9.
" " Edinburgh—	" 50/0; " 26/10.	" " 91/-; " 51/0.
" " Newcastle—	" 34/-; " 20/2.	" " 65/10; " 40/5.

263½ miles from Newcastle-on-Tyne, 180 from York, 186½ from Bradford, 173 from Leeds, 133½ from Sheffield, 157½ from Manchester, 113½ from Nottingham, 97½ from Derby, 55 from Birmingham, and 8½ from Worcester. On the west border of Worcestershire,

ARMS OF MALVERN
PRIORY.

and in the centre of the ancient Royal Chase of Malvern, rise the celebrated Malvern Hills, a lofty range of rocky heights which are mostly covered with soft turf, and extend from north to south for some nine miles. Their more noteworthy summits are the Worcestershire Beacon, having an elevation of 1,395 feet above the sea, and its neighbouring height the North Hill (1,366 feet); while near the centre of the chain rises the Herefordshire Beacon (1,370 feet), remarkable for the remains of a large and once strongly-fortified British camp. This grand expanse of salubrious countryside is by Act of Parliament preserved as national common land, and governed by the Malvern Hills Conservators. It is especially remarkable for its many magnificent view-points, which command far-reaching prospects over some thirteen counties watered by the Severn, the Wye, and their various tributaries, and embracing within their more immediate limits the ancient cathedral cities of Worcestershire, Herefordshire, and Gloucester. Speaking generally, the pleasant town of Great Malvern with its outlying districts, respectively known as North Malvern, Malvern Link, West Malvern, Malvern Wells, and Little Malvern, which unitedly complete the circuit of the hills, may be described as a charming residential and health resort, also as an increasingly popular centre for high-class education. Its dry air, pure and unlimited water supply, and excellent sanitary conditions, the latter being maintained by a Local Board of Health, contribute to its popularity as an unrivalled sanatorium.

Malvern has long been recognised as the chief centre of scientific hydropathy, a curative system which was here introduced in 1842 by the late Dr. Wilson, who was subsequently supported by Dr. Gully and Dr. Edward Johnson, two other well-known advocates of the treatment. It was during the reign of the



THE PRIORY CHURCH, MALVERN.

(From a photograph by Valentine & Sons, Dundee.)

above triumvirate of hydropathic practitioners that Malvern acquired its appellation of "the Metropolis of the Water Cure"; and although these medical men have passed away, and the system they practised and taught has extended far and wide, Malvern still maintains its ancient reputation as the home of medical hydropathy. The large and handsome hydropathic establishment erected by Dr. Wilson (of which we give an illustration) is the only one in the town, and for some years was conducted under the able management of his successor



DR. FERGUSSON'S HYDROPATHIC ESTABLISHMENT.

and former partner, the late Dr. T. Rayner. It is now carried on in accordance with the most recent researches of medical science, by Dr. Fergusson. One of the more noteworthy features of the establishment is its elaborate series of modern English and Continental baths, which, if judiciously administered with regard to time, temperature, and local application, may, under wise medical supervision, undoubtedly rank amongst the best remedial agents of the century. In addition to shower, needle, and shallow baths, there are various descriptions of douches, vapour, hot air, and medicated waters, the latter including brine baths which are similar to those yielded by the natural springs of Droitwich.

The town, which is composed of numerous well-kept and attractive tree-lined roads, affording sites for cheerful villas, occupies a sloping situation at the base of the Worcestershire

Beacon. Its chief relics of antiquity are the Priory Gate and the church dedicated to St. Mary and St. Michael, an imposing relic of the Benedictine foundation, here established during the eleventh century. Although this edifice is mostly remarkable for its fine examples of Perpendicular work, it still retains vestiges of Early Norman masonry. Many interesting details respecting its monuments, tiles, ancient glass, and carved stalls, may be gleaned by a perusal of "*Some of the Antiquities of Moche Malvern*," an interesting local handbook written by Mr. James Nott, an enthusiastic archaeologist. Christ Church was erected as a memorial of the late Rev. George Fisk, LL.B., for some years vicar of the priory church. Here, too, are several district churches, also others for the Baptists, Brethren, Friends, Congregationalists, Countess of Huntingdon's Connexion, Primitive Methodists, Roman Catholics, and the Wesleyans. Within a short walk of the priory gatehouse is Malvern College, a well-known public school occupying a delightful site at the foot of the Malverns, and overlooking a wide expanse of playing fields. Its handsome modern buildings, which include large schoolrooms, a library, and a chapel, provide accommodation for the tuition of some 400 boys, who reside either with the headmaster or in one of the six well-appointed boarding-houses which are conducted under his direct supervision. The four chief departments of its educational curriculum are classics, modern subjects, army preparation, and junior preparatory classes. The headmaster is the Rev. A. St. John Gray, M.A., late Classical Dean of Magdalen College, Oxford.

Amongst the various provisions for the comfort or enjoyment of visitors are the attractive Promenade, a centre for the performances of an excellent band; the commodious Assembly Rooms and Pleasure Gardens in the Grange Road, the Golf Club House on Malvern Common, and numerous excellent business establishments, mostly situated in Church Street, Belle Vue Terrace, and Holywell Terrace, where is the General Post Office. Thursday is an early-closing day. By means of the "*Midland Railway*" Malvern enjoys direct communication with Birmingham, Leicester, Nottingham, Derby, Manchester, Liverpool, Sheffield, York, Newcastle-upon-Tyne, Leeds, Bradford, Carlisle, and the chief cities of the North; also *via* Worcester or *via* Malvern Wells, Tewkesbury, and Ashchurch, with Gloucester, Bristol, Bath, Bournemouth, and the West of England. Its leading hotels are the "Imperial," which adjoins the station, the "Foley Arms," the "Abbey," the "Belle Vue," and the "Beauchamp." Some of the chief private hotels or boarding-houses are "Hardwicke House," "Tudor House," "Mount Pleasant," "Montrose House," "Malvern House," and "Gold Hill." Restaurants are owned by "Elliott" and "Cook." (*Population*—6,107.)

Press—*Malvern Advertiser*, 1855; *Malvern News*, 1860.

Resuming our westward journey, we notice Malvern College on our left shortly before we pause at MALVERN WELLS. Here passengers can exchange for the "Midland" branch services, that run through UPTON-ON-SERVERN, RIPPLE, and TEWKESBURY, a quaint old-world town still containing the handsome church of its ancient abbey, to ASHCURCH, on the main line to Cheltenham, Gloucester, Berkeley Road, for the Forest of Dean, Bristol, Bath, and Bournemouth. Our own route lies through a tunnel that brings us to COLWALL, our first station in Herefordshire, a charming pastoral county covering 532,918 acres, and containing 115,986 inhabitants. This neighbourhood is of interest from its associations with the early life of that peerless poetess, Mrs. Elizabeth Barrett Browning, who was born at Hope End in 1802. To the left of Colwall station we may see the Herefordshire Beacon, further westward, just before entering a deep cutting, we obtain a glimpse of Eastnor Castle, the seat of Lady Henry Somerset, and then through a tunnel we arrive at LEDBURY, a quaint market town standing at the extreme south of the Malvern Hills. We now successively pass ASHPERTON and STOKE EDITH, not far from Stoke Edith Park, the beautiful seat of Lady Emily Foley, ere we cross the Frome, and run towards WITHINGTON station, where are the encaustic tile works of Messrs. William Godwin and Son, a firm of high reputation for ecclesiastical work. After crossing the river Lug and the Worcester Canal our train pauses at HEREFORD (*Barr's Court Station*), and then proceeds to

HEREFORD.

Barton Station.

Fares from Bradford—	1st, 28/6 ; 3rd, 12/6.	Return—1st, 42/6 ; 3rd, 25/6.
" " Leeds—	" 25/4 ; " 12/3.	" " 41/6 ; " 23/3.
" " York—	" 26/4 ; " 14/5.	" " 50/8 ; " 28/10.



ARMS OF HEREFORD.

264½ miles from Newcastle-on-Tyne, 180½ from York, 187½ from Bradford, 173½ from Leeds, 134½ from Sheffield, 114 from Nottingham, 98 from Derby, 55½ from Birmingham, and 29½ from Worcester. The city of Hereford is as remarkable for its antiquity as for a singularly charming site on the banks of the oft-praised Wye, which here flows through one of the most beautiful counties of England. Seven centuries have elapsed since Hereford received its first charter from King Richard, but long before this memorable era the town had reached considerable importance as a Mercian capital, where Offa reigned in the regal state that became his times, and in 793 founded a Saxon church dedicated to St. Mary, in order to

expiate a somewhat unpleasant incident of his life, viz., the murder of Ethelbert, king of the East Angles, which occurred while the latter was staying at Sutton Wales, a palace of the Mercian monarch. When the deceased Ethelbert had fairly established his claim to canonisation, a second cathedral was dedicated to his memory by

Milfred. A third great church, erected on the same site by Athelstan, Bishop of Hereford from 1012 to 1056, was consumed by fire during a Welsh raid, and this catastrophe brought about, in 1079, the foundation of the present edifice by Bishop Robert de Lotharingia, whose successors, Raynelm and Berun, brought his work, but not his design, to a completion. Until the early years of the sixteenth century St. Ethelbert's Cathedral underwent so many alterations and additions that it now comprises examples of all the chief architectural styles that began with the Norman and closed with the Perpendicular periods. The fall of the central tower in 1786 occasioned serious destruction, but the recent costly



THE TOWER AND TOWER, HEREFORD CATHEDRAL.

restorations, completed in 1863 under the direction of Sir Gilbert G. Scott, have resulted in an interior of considerable splendour, one of its most effective details being the handsome choir-screen, an exquisitely-wrought design in modern hammered metal-work. Communicating with the south transept by a cloister is the quaint College of Vicars Choral.

Within a short distance of the cathedral close is the Castle Green, a delightful public pleasure-ground, taking its name from the Norman stronghold that once covered the site. In the same neighbourhood, and overlooking the Wye, is the Herefordshire Infirmary. The county town is a favourite educational centre, its more noteworthy foundations being the Cathedral Grammar School, established in 1381, the Hereford Ladies' College, the Hereford County School, and the Hereford High School for Girls. Amongst the principal public buildings of the city are the Shire Hall, the County Hall, the Guildhall, the Herefordshire Club, the Corn Exchange, and the Free Library and Museum. In Broad Street is the General Post Office. Two interesting relics of antiquity are a curious timber-built gabled dwelling known as the "Old House," and some ruins of the Black Friars Monastery. Hereford counts amongst its distinguished sons the learned Egyptologist and Arabic scholar Edward William Lane (*d.* 1876), whose "*Manners and Customs of the Modern Egyptians*," "*Arabian Society in the Middle Ages*," "*Arabic Lexicon*," and translation of the "*Arabian Nights*" are recognised as nineteenth-century classics. One of our greatest legal luminaries, Sir Henry James, M.P., Q.C., is also claimed as a native of the old cathedral city. The surrounding countryside, a rich agricultural district of arable and pasture lands, is celebrated for its hop-yards, apple orchards, and valuable breed of Herefordshire cattle. Hereford is a capital centre for boating and fishing parties. A corn market is held on Wednesday, and Thursday is an early-closing day. The leading hotels are the "Green Dragon," the "Mitre," and the "City Arms." (*Population*—20,267.) Press—*Hereford Journal*, 1713; *Hereford Mercury and Independent*, 1834; *Hereford Times*, 1832; *Hereford Mirror*, 1869.

Immediately to the north of *Barton Station* we diverge westward, and run on to *CREDENHILL*, an eminence seen to the right. Just beyond *Credenhill* we get extensive views across the Wye towards the distant Black Mountains, and soon reach *MOORHAMPTON*, *KINNERSLEY*, *EARDISLEY* (where passengers can exchange for the "*Great Western*" branches that extend to *Presteign* and *New Radnor via Tilly*), and *WHITNEY-ON-THE-WYE*. Travelling westwards, we presently perceive on our left the grey ruins of *Clifford Castle*, the traditional birthplace of *Fair Rosamond*,



ST. JOHN'S CHURCH, BRECON.
(From a photograph by Mr. C. S. Allen, Dublin.)

daughter of Walter de Clifford. Our next pause occurs at HAY, a little market town of Brecknockshire. A favourite pedestrian trip from Hay is that which leads across the Black Mountains to Capel-y-Flyn, where is the modern monastery that owns Father Ignatius as its head; while some four miles further are the interesting ruins of Llanthony Priory, a twelfth-century foundation for Austin Canons. It will be remembered as a residence of that impulsive genius Walter Savage Landor (*d.* 1864). After leaving Hay station we cross a stream, and by so doing leave England and enter Brecknockshire, a border county of Wales, covering 460,158 acres, and owning a population of 57,031 inhabitants. On the opposite and Radnorshire bank of the Wye, still flowing on our right, we may discern Clyro Court, the village and church of Llowes, and Maesllwch Castle, a miniature Windsor, the baronial seat of the De Wintons, while beyond rise the Beacon Hills.

Within two miles of GLASBURY, a charmingly-situated village, is THREE COCKS JUNCTION, where passengers can exchange carriages for the "*Cambrian Railway*," which extend northwards through *Builth Wells*, *Rhayader*, and *Llanidloes* to *Moat Lane Junction*. From this point they may either travel *via Newtown and Welshpool* to *Oswestry*; or *via Machynlleth and Glandovey Junction* they can reach the watering-place of *Aberystwyth*. A picturesque northern coast-line from Glandovey Junction affords communication with *Aberdovey*, *Dolgelly*, *Barmouth*, *Portmadoc*, *Criccieth*, and *Pwllheli*. About three minutes after leaving Three Cocks we pass Bronllys, a village on our right, remarkable for the ruins of its ancient castle, also for the campanile or detached bell-tower of its little parish church. Gradually approaching the Black Mountains, we successively pass TALGARTH and TREFEINON, ere we perceive on our left the picturesque Llangorse Lake, a favourite centre for anglers. It may be reached from TALYLLYN JUNCTION, where passengers exchange trains for the "*Brecon and Merthyr*" services that proceed to TALYBONT, DOWLAIS, MERTHYR (*Vale of Neath Station*), CARDIFF (*Taff Vale Station*), and NEWPORT (*High Street Station*). Immediately on leaving Talylyn we pass through the Highgrove Tunnel, towards the valley of the Usk, and obtain to the left some capital views of the Beacons ere we enter

BRECON,

Fares from Birmingham—1st, 15s.; 3rd, 8 2½. Return—1st, 27 10s.; 3rd, 16 5.
 „ „ Worcester— „ 11 3; „ 6 0½. „ „ 20 6; „ 12 1.

302½ miles from Newcastle-on-Tyne, 219 from York, 225½ from Bradford, 212 from Leeds, 198½ from Sheffield, 178½ from Nottingham, 162½ from Derby, 94 from Birmingham, and 67½ from Worcester. One of the most delightful tourist centres of South

Wales is the small but substantial capital of Brecknockshire, nestled in a charming valley at the foot of the Black Mountains. The upper portion of the town commands wide views over an attractive countryside which is watered by the Usk and its tributary stream the Honddu, while the surrounding district is noteworthy for its pleasant walks and drives. Undoubtedly its chief attraction is derived from the ascent of the Brecon Beacons, two grand peaks of the red sandstone, having their highest summit some 2,910 feet above the level of the sea. Brecon is of interest to University men as the birthplace of Dr. Hugh Price, who on the 27th of June, 1571, obtained a charter from Queen Elizabeth permitting him to endow Jesus College, Oxford, for the education of Welsh students. Here, too, on the 5th of April, 1755, was born Sarah Kemble, subsequently Mrs. Siddons, whose unequalled personations of Shakespeare's heroines caused her recognition as "the queen of English tragedy." The British "Caer Vong" was succeeded by modern Brecon, which dates from the eleventh century, when it was founded by Bernard de Newmarch, one of the fifteen Norman lords who undertook the subjection of Wales. Nothing remains of the stately castle, once a home of the proud De Breoses, Fitzwalters, De Bohuns, and Staffords, save the Ely Tower and some ivy-mantled walls. On high land not far distant stands the beautiful priory church dedicated by Bernard de Newmarch to St. John the Evangelist, and to the services of the Benedictines. It was considered by the late Professor Freeman to be one of the finest churches in the Principality. Some years ago the great building was thoroughly restored under the superintendence of the late Sir Gilbert G. Scott, and is now chiefly remarkable for its beautiful Early English choir and other examples of Gothic work. Christ's College is a first-grade public school, founded by Henry III. upon the site of an old Dominican priory, which stood near the bank of the Usk. Its elegant chapel, dining-hall, and library are of considerable antiquity. Amongst other public buildings are the Congregational Memorial College, the Shire Hall, the Guildhall, and the Literary Institute. The General Post Office is in Lion Street. A market is held on Friday, and Wednesday is an early-closing day. The station is supplied with a bookstall. Hotels—The "Castle" and the "Wellington." (*Population*—5,794.)

Press—*Brecon County Times*, 1886; *Brecon Express*, 1889; *Brecknock Beacon*, 1882.

Leaving Brecon, and speeding onwards through the picturesque valley of the Usk, we reach CRADOC, with Battle Church on a hill to the right, ere we cross the Yscir and come to ABERBRAN. Some three miles further the railway is carried across the Usk, which now flows on our right towards DEYNSOCK. Here we leave

the stream, and bearing southwards, with a view of Devynock and its ruined castle on our left, ascend a wild mountainous country, with a distant view of Y Fan Gehirrach (2,382 feet), a summit of the Black Mountains. After passing CRAY, where we get a good view of the Carmarthen Van (2,631 feet), we thread our course through a mountain defile towards PENWYLLT. About half a mile from Penwyllt we may see nestled in a verdant valley on our right Craig-y-nos, the Welsh home of Madame Nicolini, better known as the great *prima donna* Madame Adelina Patti. We have already begun to descend, and after a pause at COLBREN JUNCTION, where passengers for NEATH can exchange trains, we enter the mining and manufacturing district of South Wales, which stretches along the valley of the Tawe. Our journey through ABERCRAVE and YSTRADGYNLAIS now leads to PONTARDAWE, where the trains can be joined by passengers from BRYNAMMAN, GWYS, and YSTALYFERA. Passing onwards through GLAIS and CWM CLYDACH we come to MORRISTON and UPPER BANK, a district of immense tin and copper works, which extend towards

SWANSEA

(Swansea Vale Station),

Fares from Sheffield—	1st, 31/5; 3rd, 17/11.	Return—1st, 58/11; 3rd, 25/11.
" " Birmingham—	" 21/4; " 11/8.	" 38/7; " 20/6.
" " Worcester—	" 23/1; " 9/9.	" 38/6; " 19/6.



ARMS OF SWANSEA.

343½ miles from Newcastle-on-Tyne, 259¾ from York, 255¾ from Leeds, 266¼ from Bradford, 213¼ from Sheffield, 193 from Nottingham, 177 from Derby, 134¾ from Birmingham, and 108½ from Worcester. This great metallurgical metropolis and busy seaport of Glamorganshire overlooks the Bristol Channel, being built on the shores of a beautiful bay environed by lofty wooded hills. Although a town of considerable antiquity, its rapid growth has principally taken place during the last half-century, a period which

has witnessed the completion of an extensive dock system, the development of immense metal industries, and the completion of communications with the vast coal-field of the Rhondda Valley. Its extensive dock estates provide some fifty-seven acres of deep water, to be found in the North, the South, and the Prince of Wales docks. The Royal Institute of South Wales, a handsome building near the South Dock, contains a valuable library, especially rich in Welsh literature, and a singularly-interesting museum embracing rare collections in science, antiquities, and manufactures. The parish church of St. Mary is supplemented by numerous places of worship for

Episcopalians or Nonconformists. Bishop Gore's Grammar School was founded in 1682. In the Alexandra Road is the Public Library, Art Gallery, and the Schools of Science and Art. Other noteworthy buildings are the Guildhall, theatres, and various assembly rooms. The Swansea Club is in Castle Square, the Ffynone Club in Walter Road, and the Young Men's Christian Association in Dynevor Street. Cwmdonkin Park, Victoria Park, and Brynmill Park are attractive public pleasure-grounds. In Castle Barley Street, and near



THE MUMBLES, NEAR SWANSEA.

to the massive ruins of Swansea Castle, is the General Post Office. A weekly market is held on Saturday, and Thursday is an early-closing day. Within a drive of Swansea is the Mumbles, a delightful watering-place. Not far distant is Caswell Bay, where on the 3rd of June, 1879, died the sweet singer, Frances Ridley Havergal. Another attractive tourist centre is the picturesque peninsula of Gower. The leading hotels are the "Royal," the "Mackworth," and the "Castle." (*Population*—90,423.)

Daily Press—*Cambria Daily Leader*, 1881; *Swansea Gazette and Daily Shipping Register*, 1877. Weekly—*Cambrian*, 1804; *Herald of Wales*, 1882; *Mumbles Chronicle*, 1881; *Mumbles Observer*, 1889; *Swansea Herald*, 1847; *Swansea Journal*, 1840.

THE EASTERN COUNTIES SERVICES.

SECTION IX.—LIVERPOOL (*Central Station*), BLACKBURN, BOLTON, MANCHESTER (*Victoria or Central Station*), BRADFORD, LEEDS, SHEFFIELD, CHESTERFIELD, DERBY, LEICESTER, NOTTINGHAM, AND KETTERING, TO HUNTINGDON, ST. IVES, AND CAMBRIDGE FOR COLCHESTER, NEW-MARKET, BURY ST. EDMUND'S, AND IPSWICH: ALSO FROM DERBY, NOTTINGHAM, LEICESTER, AND MELTON MOWBRAY, TO STAMFORD AND PETERBOROUGH FOR ELY, BURY ST. EDMUND'S, IPSWICH, HARWICH, ANTWERP, ROTTERDAM, AND HAMBURG; AND *via* WISBECH TO LYNN: ALSO *via* BOURN AND SPALDING TO LYNN FOR HUNSTANTON, DEREHAM, FAKENHAM, CROMER, NORWICH, AYLSHAM, YARMOUTH, AND THE BROAD DISTRICT.



FOR many centuries the agricultural districts and fishing stations of the Eastern Counties have furnished valuable contributions to the food of the people, while their chief seaports have been largely utilised as points of embarkation for the Continent. During the last twenty years the old town of Harwich has been closely identified with the regular sailings of steamers from *Parkeston Quay* to Antwerp, Rotterdam, and Hamburg, the three chief ports of Belgium, Holland, and Germany, also with similar services to Esbjerg for Copenhagen. The salubrious watering-places of Norfolk, Suffolk, and Essex, have likewise rapidly grown into popular favour as health resorts for the inhabitants of Lancashire, Yorkshire, and the Midland Counties; while the attractions of the "Broad District" are as widely appreciated by those who elect to spend an economical summer holiday on the rivers and lakes of East Anglia. The counties in question are exceedingly well served by the trains of the "*Great Eastern Railway*," which can be joined by "*Midland*" passengers at Cambridge, Peterborough, and Lynn. At the latter town they may also avail themselves of connections with

the "*Eastern Section*" of the "*Midland and Great Northern Joint Railways*," which *via* Fakenham and Melton Constable, afford access to Norwich, Cromer, the Broad District, and Yarmouth. The new direct route *via* Bourn and Spalding will likewise considerably accelerate the journey between the North of England, the Midlands, and Norfolk. Indeed, the whole of the Eastern Counties District may be described as intimately allied with the main lines and general system of the "*Midland Railway*." During the summer months through carriages are run from Leicester to Yarmouth.

The traffic which is the subject of our foregoing remarks may be said to be drawn from three main-line centres—namely, Lancashire, owning such large populations as those of Liverpool, Manchester, Blackburn, and Bolton; the West Riding of Yorkshire, equally noteworthy for Bradford, Leeds, and Sheffield; and the Midland Counties, chiefly remarkable for containing such hives of industry as Birmingham, Leicester, Derby, and Nottingham. Their points of connection with the Eastern Counties are likewise three in number, each of these routes being equally available for residents on the "*Midland Railway*." Taking these means of approach in their topographical order, we shall first direct attention to the journeys of passengers who, having travelled southward as far as Kettering, here exchange trains for the branch that supplies access to the University town of Cambridge. From Kettering, an agricultural and manufacturing centre of Northamptonshire, extends a line to Kimbolton, and thence through Huntingdonshire towards Huntingdon and St. Ives respectively rendered famous by the birth and the residence of Oliver Cromwell, the great Lord Protector of England from 1653 to 1660. During a further run of fifteen miles the "*Midland*" trains enter Cambridgeshire, and finally reach Cambridge, of world-wide fame for its ancient University. It should also be commended as a most convenient railway centre, from which radiate excellent passenger services for Colchester and the Essex coast, Ely, Newmarket—the headquarters of the racing fraternity—Bury St. Edmund's, Stowmarket, Ipswich, and the seaboard of Suffolk.

Our second route from Lancashire, Yorkshire, and the Midland Counties to the districts of East Anglia is that which diverges from the main line of the "*Midland Railway*" at Syston, a little to the north of Leicester, the station where travellers from the north-west usually exchange trains for the services to Peterborough and Lynn. Passengers from Birmingham (*New Street*), travelling *via* Nuneaton, can also avail themselves of these trains at Leicester, the point of departure for the trains to Norwich, Cromer, and Yarmouth. From Syston the Peterborough trains run to Melton Mowbray, celebrated as the centre of an extensive hunting country, and of world-wide

reputation for the manufacture of its delicious pork-pies; bear away southward through Oakham, the capital of Rutlandshire; and then, diverging to the east, proceed by the ancient town of Stamford, on the southern borders of Lincolnshire, to the cathedral city of Northamptonshire. The "*Midland*" trains run through the "*Great Northern*" station to the Peterborough terminus of the "*Great Eastern Railway*." Here numerous excellent connections can be made with the through services of the "*Great Eastern*" system that run *via* March, Ely, and Bury St. Edmund's to Ipswich; also with the through carriages of the "*Boat Express*" which travel each weekday to Harwich, in connection with the fast passenger steamers of the "*Great Eastern Railway*" sailing for Antwerp and Rotterdam. They thus provide a through route from Liverpool, Manchester, Bradford, Leeds, Sheffield, Derby, Nottingham, and Leicester, to Brussels and Amsterdam, the attractive capitals of Belgium and Holland. Similar sailings from Harwich are supplied by the steamers of the "*General Steam Navigation Company*," which depart thence three times weekly for Hamburg, the chief port of North Germany, owning direct railway connections with Berlin. In a north-easterly direction from Peterborough extends the "*Midland and Great Northern Joint Line*," which provides a road through Wisbech to Sutton Bridge, whence it diverges eastward and westward. The latter line affords the means of communication with Spalding for Boston and Grimsby, also for the market town of Bourne; while the former track extends towards the ancient seaport of Lynn, the county town of West Norfolk, and the point for connections with the "*Great Eastern*" services to Hunstanton, also with those to Norwich *via* Dereham. Lynn derives its chief importance as a railway centre from its intimate connections with the "*Eastern Section*" of the "*Midland and Great Northern Joint Railways*," which *via* Fakenham provides a direct route for "*Midland*" passengers to Sherringham, Cromer, Norwich, Yarmouth, and the Broad District of Norfolk.

We must now revert to the third and most northerly of the three routes by which passengers from Lancashire, Yorkshire, Derbyshire, Staffordshire, and Nottinghamshire, may travel towards the counties of Northamptonshire and Norfolk. The "*Midland*" trains now under notice are those which emanate from the chief station at Derby, and thence proceed through Trent—an important junction on the eastern main line from Bradford, Leeds, and Sheffield—towards Nottingham. Here it may be necessary to exchange for the trains that run southward to Kettering *via* Melton Mowbray, at which point they afford connections with the through services that run from Leicester to Peterborough for Wisbech and Lynn. About four miles southward our trains can diverge eastward by the new line

that extends *via* Saxby, Bourn, and Spalding to Lynn. It thus provides a through "*Midland*" route from Scotland, the North of England and the Midlands to the Eastern Counties.

PRESUMING that we have travelled southward as far as Kettering, we shall here join the trains that, diverging from the main line, take a south-easterly course through GRANFORD, and TWY-WELL, also across the Nene to THRAPSTON, a small market town of Northamptonshire. Three miles further we come to RAUNDS, a rural centre of the boot and shoe industry, and enter the agricultural county of Huntingdonshire—supporting a population of 57,772 inhabitants upon its area of 229,515 acres—ere we pause at KIMBOLTON, to be remembered as forming part of the dowry bestowed upon the unfortunate Queen Catherine of Arragon. Some two and a half miles southward is Kimbolton Castle, where, during January, 1536, died the broken-hearted consort of Henry VIII. The stately mansion, restored under the direction of Sir John Vanbrugh, overlooks a magnificent demesne, and is now the seat of the Duke of Manchester. In the tiny town that adjoins the park are St. Andrew's Church and a foundation Grammar School. Our train now passes GRAFHAM and BUCKDEN before it reaches

HUNTINGDON,

Fares from Leicester—1st, 7/3; 3rd, 4/6. Return—1st, 14/6; 3rd, 9/-.

54½ miles from Leicester. This pleasant capital of Huntingdonshire is a substantial market town by the banks of the Ouse, and on the line of the Roman Ermine Street. The birthplace of two famous Englishmen—the Lord Protector of the Commonwealth, Oliver Cromwell, and Henry of Huntingdon, one of our earliest chroniclers—Huntingdon has interesting associations for the lovers of national history, while its passing connection from 1765 to 1767 with the poet William Cowper, who here resided with the Unwins, confers a measure of literary interest upon the scenes of its old-fashioned streets. Amongst its more noteworthy buildings are the parish churches of All Saints and St. Mary, the Trinity Nonconformist Church, the Grammar School, the Town Hall, a Corn Exchange, and a Literary Institution. The General Post Office is in High Street. A corn market is held on Saturday, and Wednesday is an early-closing day. The neighbouring Elizabethan mansion of Hinchinbrooke House, formerly a residence of the Cromwells, is now the seat of the Earl of Sandwich. The leading hotels are the "George" and the "Fountain." (*Population*—4,359.) *Press*—*Huntingdon Advertiser*, 1876; *Hunts County Guardian*, 1869; *Hunts County News*, 1886; *Huntingdonshire Standard*, 1872.

After crossing the river we pause at GODMANCHESTER, a small town occupying the site of a Roman station, and closely connected with Huntingdon, ere we proceed eastward through wide levels of pasture lands watered by the Ouse and its tributaries, towards



BRIDGE OVER THE OUSE, ST. IVES.

(From a photograph by Mr. A. Hendry, Godmanchester.)

ST. IVES.

(For Ramsey, Chatteris, and March),

Fares from Leicester—1st, 8/-; 3rd, 4/11½. Return—1st, 16/-; 3rd, 9/11.

60 miles from Leicester. Like many of the smaller towns of the Midlands and the Eastern Counties, St. Ives has at times strangely interwoven its warp-like threads of local incident with the longer woof of the more momentous national story. During the sixth century, when travelling Christian preachers were impelled to proclaim their new-found faith throughout Anglia, Ivo, a missionary bishop from Persia, here ended his labours with his life. In 1070 his memory was revived by Earl Aldemar, who founded at St. Ives—

previously known as Slepe—one of those many mediæval monasteries that fulfilled their mission until the epoch of the Reformation. Within a century of the days that witnessed the dispersal of the Benedictines the town of their habitation had become the home of a thoughtful country gentleman, Oliver Cromwell, who proved to be one of the old master-spirits of England, and ultimately, as Lord Protector, directed with a firm grasp the destinies of the State and her people. St. Ives of the nineteenth century is a pleasant old-world town on the north bank of the Ouse, here spanned by a quaint mediæval bridge. The parish church of All Saints, and other places of worship, the Church Institute, and the Corn Exchange, are the principal buildings of the town. One of the most distinguished natives of St. Ives is the well-known poet and art-critic Mr. Theodore Watts, who is recognised as the greatest living authority upon the construction of the English sonnet, a subject which he has treated with consummate judgment in the ninth edition of the "*Encyclopædia Britannica*." St. Ives Post Office is in Bridge Street. An important corn and cattle market is held on Monday, and Thursday is an early-closing day. The "Golden Lion" and the "Unicorn" are the chief hotels. (*Population*—3,037.) Press—*Hunts County Guardian*, 1869; *Hunts and Cambs Observer*, 1890; *St. Ives Times*, 1886.

Our journey from St. Ives lies through a prolific agricultural, grazing, and fruit-growing district. Within two miles we enter Cambridgeshire, a county of 524,935 acres and 188,862 inhabitants, and then by way of SWAVESEY, LONG STANTON, OAKINGTON, and HISTON, celebrated for the fruit-farm and preserve factories of Messrs. S. Chivers and Sons, we approach

CAMBRIDGE

(For *Ely*, *Norwich*, *Cromer*, *Yarmouth*, and *Lowestoft*; *Newmarket*, *Bury St. Edmund's*, *Ipswich*, and *Harwich* for the Continent; also for *Sudbury*, *Colchester*, *Clacton-on-Sea*, and *Walton-on-the-Naze*),

Fares from Leicester—1st, 9/11; 3rd, 6/2. Return—1st, 19/6; 3rd, 12/4.



ARMS OF THE TOWN AND THE UNIVERSITY
OF CAMBRIDGE.

173½ miles from Leeds, 187 from Bradford, 134 from Sheffield. 195¾ from Liverpool, 166½ from Manchester, 104½ from Derby, and 74¾ from Leicester. Seeing that this ancient University of the Cam—the *alma mater* of Milton, Bacon, Newton, Bentley, Wordsworth, Macaulay, and Tennyson—has been fully de-



THE KING'S GATEWAY, TRINITY
COLLEGE, CAMBRIDGE.

(From a photograph by Messrs. G. W. Wilson &
Company, Aberdeen.)

scribed in the "*Official Guide to the Great Eastern Railway*," we will, in the limited space at our command, merely mention a few of its many attractions that deserve the attention of visitors. From the year 1280, when Hugh de Balsham, then Bishop of Ely, founded St. Peter's College, to the end of the eighteenth century, which witnessed the endowment of Downing, fifteen other larger or smaller collegiate foundations were established within the body that was incorporated during the Elizabethan era under the style of "The Chancellor, Master, and Scholars of the University of Cambridge." The fourteenth century saw the endowment of Pembroke Hall (1348), Gonville (1348), Trinity Hall (1350), Corpus

Christi (1352), and Clare Hall (1360); also Michael House (1324) and King's Hall (1337), both of these being subsequently absorbed by Trinity College. King's College (1440), Queen's College (1448), St. Catherine's Hall (1475), and Jesus College (1497), were all founded within sixty years; while Christ's College (1505), St. John's (1509), Magdalen (1542), and the great corporation of Trinity College (1546) were established during the first half of the eventful sixteenth century. Gonville, after its refoundation in 1557 by Dr. John Caius, was thenceforth known as Gonville and Caius, and this, with Emmanuel College (1584) and Sidney Sussex (1594) complete the number of collegiate corporations now comprised within the original charter. Beyond these, we should name Selwyn College and Ridley Hall, also Girton and Newnham, two well-known foundations for the higher education of women, as the chief supplementary scholastic centres of the present century. Other interesting show-places are the Senate House; the Fitzwilliam Museum, with its magnificent collections of paintings and antiquities; the Museum of General and Local Archaeology; the University Museums and Lecture Rooms; the Geological Museum; the University Library; and the Pitt Press; also the beautiful landscape scenery of the

"Backs," and the Botanical Gardens. The colleges that best deserve a visit are Trinity College, approached by the King's Gateway that leads to the Great Court, whence we may reach the chapel and the dining-hall, also, by crossing the Cloister Court, we can see the magnificent library; St. John's, noteworthy for its ancient dining-hall and magnificent chapel; King's, remarkable for the exquisite Perpendicular work and stained glass of the chapel, perhaps the chief architectural ornament of the University; and Queen's, which may be described as the most quaint survival of mediæval Cambridge. St. Mary's the Great is of interest as the University Church, and St. Sepulchre's as one of the four remaining round churches of England that were erected by the Knights-Templars. The town of Cambridge owns an excellent public library, the Perse

Free Grammar School, and a centrally - situated General Post Office in the Petty Cury. The weekly corn market takes place on Saturday, a cattle market is held on Monday, and Thursday is an early-closing day. Cambridge station is the point of exchange for the "*Great Eastern*" services to Ely, Norwich, Cromer, Yarmouth, and Lowestoft; to Newmarket, Bury St. Edmund's, Ipswich, Felixstowe, and Harwich for the Continent; also to Sudbury and Colchester for Clacton-on-Sea and Walton-on-the-Naze. The station



ST. MARY THE GREAT, CAMBRIDGE.

is supplied with a letter-box, telegraph office, bookstalls, and refreshment-rooms. The chief hotels are the "Bull," the "University Arms," the "Lion," and the "Hoop." (*Population*—36,983.)

Daily Press—*Cambridge Daily News*, 1888; *Daily Independent Press*, 1892. Weekly—*Cambridge Chronicle*, 1744; *Cambridge Express*, 1868; *Cambridge Independent Press*, 1807; *Cambridge Weekly News*, 1889.

OUR next journey from the North of England and the Midlands to the Eastern Counties will lead us over the lines that extend from Derby, Nottingham, and Leicester towards a common convergence at Melton Mowbray. Travellers from Yorkshire generally exchange carriages at Nottingham, while those who approach from Lancashire *via* Derby usually proceed to Leicester, where they can join the branch trains for Peterborough and Lynn. After leaving LEICESTER these trains run northward by HUMBERSTONE ROAD to SYSTON, and, bearing off to the right, successively pass REARSBY, BROOKSBY, FRISBY, and ASFORDBY, ere they pause at MELTON MOWBRAY, the great hunting centre of Leicestershire. Turning southward, they then run by SAXBY—whence an extension by way of WYMONDHAM, SOUTH WITHAM, and EDENHAM affords direct access to BOURN, SPALDING, and *via* SUTTON BRIDGE to LYNN for HUNSTANTON, CROMER, NORWICH, and YARMOUTH. Our present route leads through WHISSENDINE, ASHWELL, and OAKHAM, the capital of Rutlandshire, to MANTON, and thence over an eastern line to LUFFENHAM, KETTON, and

STAMFORD,

Fares from Leicester—	1st, 5/3; 3rd, 3/4.	Return—1st, 10/6; 3rd, 6/8.
" " Nottingham—	" 5/9; " 3/6½.	" " 11/6; " 7/1.

40½ miles from Leicester and 12½ from Peterborough. This ancient market town of Lincolnshire, formerly a place of considerable importance, and still known as a substantial centre of the agricultural interest, is built on the banks of the Welland, here spanned by a handsome bridge. Although in bygone days the seat of some wealthy religious orders, naught remains of their buildings save the few remains of St. Leonard's Benedictine monastery, not far from Hudds Hill, and a gateway of St. Mary's Priory. The three parish churches, respectively dedicated to St. Martin, All Saints, and St. Mary, are noteworthy for their architectural details and interesting monuments. Browne's Grammar School, founded in 1548, affords an excellent first-grade educational course, and similar advantages are offered by Browne's School for Girls, which was established in 1877 in connection with the original sixteenth-century foundation. In Red Lion Square, and within easy reach of the Town Hall and the

Corn Exchange, is the General Post Office. A corn market is held on Friday, and Thursday is an early-closing day. The neighbouring village of Whitwell was in 1819 the birthplace of Dr. Charles John Ellicott, who since 1863 has filled the see of Gloucester and Bristol, but is perhaps even better known as the chairman of the New Testament Revision Company. Within two miles of the town is Burghley House, the magnificent seat of the Marquis of Exeter, which will be remembered for its connection with Tennyson's romantic "*Lord of Burghley*." The leading hotels are the "George," the "Stamford Arms," and the "Crown." (Population—8,358.)

Press—*Lincoln, Rutland, and Stamford Guardian*, 1873; *Lincoln, Rutland, and Stamford Mercury*, 1695; *Stamford Post*, 1885.

Resuming our eastward journey, we reach UFFINGTON AND BAENACK, the latter village being noteworthy for an interesting Saxon church. Within another four miles is HELPSTON, in 1793 the birthplace of John Clare, the peasant-poet of Northamptonshire, whose "*Poems Descriptive of Rural Life and Scenery*," first published in 1820, received such warm commendation from the "*Quarterly Review*." Market Deeping is a small town on the Welland, within four miles of HELPSTON. Our next stop may occur at WALTON, and ten minutes later we pause at the *Great Northern Station* ere we run on to the *Great Eastern Station*, which forms the terminus for the "*Midland*" services to

PETERBOROUGH

(For *Ely, Norwich, Wroxham, and the Broad District*; *Cromer, Yarmouth, and Lowestoft*; also for *Newmarket, Bury St. Edmund's, Ipswich, and Harwich for Antwerp, Rotterdam, Hamburg, and Esbjerg*),

Fares from Leicester— 1st, 7' 6"; 3rd, 4' 1". Return—1st, 14' 6"; 3rd, 8' 2".
 " " Nottingham— " 7' 4"; " 4' 3". " " 14' 8"; " 8' 6".

53 miles from Leicester and 56½ from Nottingham. During the palmy days of mediæval monasticism the "Golden Borough," better known as the Peterborough of this practical nineteenth century, was one of the most flourishing towns to be found on the borders of the fertile East Anglian fenslands. The first religious house here raised on the banks of the Nene was built about 655 near to the Saxon hamlet of Medeshamstede by Peadea, a prince of Mercia. One hundred years after its destruction by the Danes it was re-founded in 970 by King Edgar as a monastery of the Benedictines, who continued in possession of Burgh St. Peter until the epoch of the Reformation. Its later Saxon church was consumed by fire, an event which in 1116 led to the foundation of the present cathedral by the Norman abbot John de Sais. About one hundred and twenty years elapsed ere the great building reached its completion, a period

remarkable for the rich examples of Norman mouldings and also for the magnificent Early English west front, "the grandest portico in Europe," which are now two of the chief architectural features that distinguish Peterborough Cathedral. The retro-choir, a choice design of the later Perpendicular era, is also noteworthy for the elegant fan tracery that characterises its vaulting. Within this great edifice rest the remains of several Benedictine abbots, six of whom are commemorated by quaint monumental effigies, while no fewer



PETERBOROUGH CATHEDRAL.

(From a photograph by Messrs. G. W. Wilson & Company, Aberdeen.)

than fourteen bishops have been interred at Peterborough. It will also be remembered as the last resting-place of poor Queen Catherine of Arragon, whose remains were brought here from Kimbolton Castle. For a few years it contained the tomb of Mary Queen of Scots, until by command of James I. her body was removed to Westminster Abbey. The picturesque close, still approached by a massive Norman gateway enriched by Perpendicular work, is noteworthy for many fragmentary remains of its once stately monastic buildings. It may be interesting to note that Archdeacon William Paley, born at Peterborough in 1743, and well known for his "*View of the Evidences of Christianity*," was the son of a minor canon belonging to the chapter. Intimately connected with the

interests of the cathedral is the King's School, founded by Henry VIII. For more than three centuries this school was held in St. Thomas à Becket's chapel, a building located in the precincts of the minster, but in 1886 it was removed to a handsome pile of buildings erected in the Park Road. It is designed to afford a first-grade educational course, and is under the headmastership of the Rev. E. J. Cunningham, M.A. St. Peter's Training College has been established for the preparation of schoolmasters connected with the dioceses of Peterborough, Ely, and Lincoln.

Amongst the older buildings of the city the most interesting in an architectural sense is the handsome church of St. John the Baptist, a commodious edifice of the Perpendicular period. There are also several ecclesiastical district churches and numerous places of worship for the Nonconformists. The Guildhall is in the Market Place; a commodious Corn Exchange, where a market is held on Saturday, is in Church Street; and the General Post Office will be found in Cumbergate. During the summer months Thursday is an early-closing day. Two important annual events for the sale of horses, cattle, and wool, are St. Peter's Fair, which takes place on the second Tuesday and Wednesday in July, and the Bridge Fair, held on the first Wednesday and Thursday of October. Beyond its extensive agricultural and engineering interests Peterborough is noteworthy for an extensive output of superior white gault bricks, mostly made in the neighbouring village of Fletton. As a railway centre the *Great Eastern Station* should be noted as the point of exchange for the "*Great Eastern*" expresses that *via March, Ely, Bury St. Edmund's, and Ipswich*, communicate with *Harwich*, the port of departure for the fine steamers that sail each weekday for *Antwerp and Rotterdam*, also on fixed dates for *Hamburg and Esbjerg*. Either at the *Great Eastern* or the *Great Northern* stations passengers can join the "*Midland*" and "*Great Northern*" services, that by way of *Wisbech* afford communication with *Lynn*, whence the metals of the "*Midland and Great Northern Joint Railways*" extend towards *Cromer, Norwich, the Broad District, and Yarmouth*. Both of the railway stations at Peterborough are furnished with letter-boxes, telegraph-offices, bookstalls, and refreshment-rooms. Luncheon baskets are supplied. The leading hotels are the "*Great Northern*," the "*Angel*," and the "*Grand*." (*Population*—25,172.) Press—*Peterborough Advertiser*, 1854; *Peterborough Express*, 1881; *Peterborough Standard*, 1872.

Leaving Peterborough, our train runs to **EYE GREEN**. Within a few minutes it enters Cambridgeshire, and passes **THORNEY**, once the seat of a Benedictine brotherhood, which became one of the wealthiest religious houses of East Anglia. At the Dissolution its

stately church, mostly of the Norman and Perpendicular periods, was allotted to the parish of Thorney. Within five miles are the remains of Crowland Abbey, another great house of the Benedictines, here founded by Guthlac, a Saxon hermit. We now pass WRYDE, MURROW, and WISBECH ST. MARY ere we reach

WISBECH,

Fares from Leicester—1st, 9/9; 3rd, 5/7½. Return—1st, 19/6; 3rd, 11/3.

73½ miles from Leicester. Wisbech, a prosperous market town on the banks of the Nene, is the agricultural capital of the North Cambridgeshire fenlands and likewise the seat of an important maritime interest. It contains the handsome parish church of SS. Peter and Paul, the Museum and Literary Institution, the Working Men's Club and Institute, the North Cambridgeshire Cottage Hospital, and the Corn Exchange, where a weekly market is held on Saturday. Wednesday is an early-closing day. In Bridge Street is the General Post Office. The Grammar School, founded in 1379, owns valuable exhibitions at Magdalene College, Cambridge. Wisbech will be remembered as the birthplace of Thomas Clarkson (1760), who, in conjunction with William Wilberforce and Granville Sharp, so successfully advocated the total abolition of slavery throughout the British dominions that the measure passed into law in 1833. The town owns good railway communication with Lynn and the Eastern Counties *via* FERRY, TYDD, and SUTTON BRIDGE. Its leading hotels are the "Rose and Crown," the "Ship," the "White Hart," and the "White Lion." (*Population*—9,395.)

Press—*Isle of Ely Advertiser*, 1845; *Wisbech Chronicle*, 1857; *Wisbech Constitutional Gazette*, 1868; *Wisbech Standard*, 1888.

Before continuing our journey towards the coast we will briefly describe the new direct route to the Eastern Counties from DERBY, NOTTINGHAM, BIRMINGHAM, LEICESTER, and MELTON MOWBRAY *via* SAXBY WYMONDHAM AND EDMONTHORPE, SOUTH WYTHAM, CASTLE BYTHAM, and BOURN, a small market town of Lincolnshire. Our trains from the Midland Counties now travel through TWENTY, COUNTER DRAIN, and NORTH DROVE to SPALDING, an agricultural centre and a seaport of the Welland. The town possesses an ancient parish church, an excellent foundation Free Grammar School, and several public buildings. Here passengers can exchange carriages for *Boston, Louth, and Grimsby*. A market is held on Tuesday, and Thursday is an early-closing day. Hotels—The "White Hart" and the "Red Lion." (*Population*—9,014.) Then by way of WESTON, MOULTON, WHAPLODE, HOLBEACH, FLEET, GEDNEY, and LONG SUTTON, we approach SUTTON BRIDGE. Pursuing an eastward course, we cross the widening estuary of the Nene, and

find ourselves in Norfolk, extending over 1,356,173 acres, and sustaining 456,474 inhabitants. After pausing at WALPOLA, TERRINGTON, CLENCHWARTON, and SOUTH LYNN, we arrive at

LYNN

(For *Hunstanton* ; also via *Melton Constable* to *Cromer*, *Norwich*, *Aylsham*, *North Walsham*, and *Yarmouth* for the *Broad District*),

Fares from Leicester— 1st, 11/10; 3rd, 6/11. Return—1st, 23/8; 3rd, 13/10.
 " " Nottingham— " 10/8; " 6/4. " " " 21/4; " 12/0.

92½ miles from Leicester. The ancient seaport and market town of Lynn Regis, which until the Reformation owned the title of *Lynn Episcopi*, was during the Middle Ages one of the principal maritime centres of England. Shortly after the Norman Conquest, Bishop Herbert de Losinga, the builder of Norwich Cathedral, here founded the Benedictine priory of St. Margaret, and his monks were soon reinforced by the friars of the Austin, Carmelite, Franciscan, and Dominican orders, who also settled within the walls of Lynn. Its first charter was received in 1216 from the hands of King John, and its loyalty to the throne sustained the test of the great Civil War, although the inhabitants ultimately succumbed before their Parliamentary besiegers. The nineteenth century has been chiefly remarkable for a revival of the local shipping interest, and also for the general recognition of Lynn as the agricultural capital of West Norfolk. The old county town has also been honoured by frequent visits from H.R.H. the Prince of Wales, who, by the way, usually departs from *St. Pancras Station* when travelling towards his beautiful country home, Sandringham Hall. Many noteworthy names have adorned the chronicles of Lynn, and amongst these we may mention William Sawtree, the Wycliffite, who in 1401 passed through the fires of martyrdom; John Capgrave, the mediæval historian; and Geoffrey the Grammarian, who compiled the earliest Latin dictionary. Madame d'Arblay, better known as Fanny Burney, the author of "*Evelina*," was also a native of Lynn.

Chief amongst the remains of mediæval Lynn is the handsome parish church of St. Margaret's, a fine cruciform building originally raised during the Norman period, but now remarkable for its examples of Early English, Decorated, and Perpendicular work. Within its commodious interior are some beautifully-carved stalls, also two exquisitely-chased Flemish brasses over eight feet in length that respectively commemorate Adam de Walsoken (d. 1349) and Robert Brauncha, a Mayor of Lynn during the fourteenth century. Another imposing Perpendicular church is dedicated to St. Nicholas. The Guildhall, formerly occupied by one of the trade guilds of Lynn, is a curious Elizabethan structure containing the corporation regalia, which includes a state sword presented by Henry VIII.

and four silver-gilt maces. Here, too, is preserved the famous "*Red Register of Lynn*." Not far distant are the remains of Thorisby's College for Priests. Thorisby's Chapel, which is close to St. Margaret's, was occupied by Lynn Grammar School in 1758, when Eugene Aram, one of its ushers, was apprehended for murder—a grim story that has furnished a theme both for Bulwer Lytton and Thomas Hood. This school was founded in 1520 by Thomas Thorisby, then Mayor of Lynn. It has now been removed to St. James's Street, and its scholars are allowed to compete for a gold medal annually presented by H.R.H. Prince of Wales. Other relics of this old-world town are the South Gate, which once formed part of the fortifications; the Franciscan or Grey Friars Tower, affording a capital landmark and view-point; and the singular Red Mount or Rood Mount Chapel, a unique octagonal chamber of the Perpendicular era, which was dedicated to "Our Lady of Lynn," whose shrine was a favourite destination for mediæval pilgrims. Nearer the docks is the substantial Custom House, also St. George's Hall, once inhabited by a trade guild. In the spacious Tuesday Market Place is the Corn Exchange. The Athenæum and the General Post Office are in Baxter's Plain.

The three chief staples of Lynn are the shipping, the agricultural, and the grazing interests. The former is conducted under the direction of the King's Lynn Dock and Harbour Company—a corporation owning an estate of nearly one hundred acres, which includes the extensive water-areas of the Alexandra and the Bentinck docks. On the quays are the latest appliances for the discharge or shipment of cargoes, and the whole of the company's premises are in direct connection with the metals of the "*Midland Railway*." The wide estuary of the Ouse affords a deep-water harbour capable of floating two hundred vessels. Amongst the heavier exports is an immense annual tonnage of coal from Derbyshire and Nottinghamshire; while the imports, chiefly from the Baltic, include consignments of grain, deals, and timber. As an agricultural centre Lynn is celebrated for weekly corn and cattle markets, held on Tuesday, also for the April and October fairs, the former being especially remarkable for its sales of sheep. Wednesday is an early-closing day. *Lynn Station* is supplied with a letter-box, a telegraph office, a bookstall, and refreshment-rooms. At Lynn passengers can exchange carriages for the "*Great Eastern*" trains that afford communication via North Wootton, Wolferton—the station for Sandringham Hall, a beautiful Elizabethan mansion well known as the favourite home of the Prince of Wales—Dersingham, Snettisham, and Heacham, with the pleasant seaside health resort of HUNSTANTON. Another "*Great Eastern*" route is that which by way of Middleton, East Winch, Narborough,

Swaffham, Dunham, Fransham, and Wendling extends towards **DEREHAM**. The leading hotels are the "Globe" and the "Duke's Head." (*Population*—18,265.) Press—*Lynn Advertiser*, 1840; *Lynn Journal*, 1869; *Lynn News and County Press*, 1859.

Resuming our journey towards **Cromer, Norwich**, the **Broad District**, and **Yarmouth**, we travel by **SOUTH LYNN, GAYTON ROAD, GRIMSTON ROAD, HILLINGTON, MASSINGHAM, EAST RUDHAM, RAYNHAM PARK, FAKENHAM TOWN, and THURSFORD** to **MELTON CONSTABLE**, whence diverge the three lines that respectively communicate with **Cromer, Norwich**, and **Yarmouth**. Northward extends the branch that *via* **HOLT, SHERRINGHAM**—a pleasant watering-place with an excellent hotel—and **WEST RUNTON** reaches its terminus at

CROMER

(*Cromer Beach Station*).

Fares from **Leicester**—1st, 19/7; 3rd, 10/0. Return—1st, 35/4; 3rd, 21/7.

119 miles from **Leicester**. Amongst the higher-class watering-places of the Eastern Counties few can offer so many and such

genuine attractions as the picturesque village of **Cromer**. From its small but well-kept **Marine Esplanade** extends a short jetty, and its pleasant cliff walks afford charming marine views. The neighbouring countryside comprises some of the prettiest scenery to be found in rural **Norfolk**. Here are held the meetings of the **Royal Cromer Golf Club**. The leading hotels are the



CROMER CLIFFS.

(From a photograph by Messrs. Poulton and Sons, London.)

"**Hôtel de Paris**," the "**Grand**," "**Tucker's**," the "**Belle Vue**," the "**Red Lion**," and the "**Westcliff**." (*Population*—2,197.)

(For an illustration of **Cromer**, see *Supplementary Pictorial Pages—D*.)

Southward from **MELTON CONSTABLE** lies the track which *via* **DOLVESTONE, GUESTWICK, WHITWELL, and REEPHAM**,

LENWADE, ATTLEBRIDGE, DRAYTON for *Cossey*, and HELLESDON, affords direct communication with

NORWICH

(*The City Station*),

Fares from Leicester—1st, 17/2; 3rd, 9/11. Return—1st, 34/2; 3rd, 19/10.



ARMS OF NORWICH.

125 miles from Leicester. Norwich is one of the most ancient county capitals of England, and may be described as the metropolis of the Eastern Counties. Its stately Norman cathedral, dedicated to the Holy Trinity; the magnificent Perpendicular parish church of St. Peter Mancroft; the remains of Norwich Castle; St. Andrew's Hall, formerly owned by the Dominicans; the Guild Hall of the Tudor period, and two grand old gateways that afford access to the cathedral close, are some of the many relics that here remind us of England in the Middle Ages. The city, now the centre of a highly important and widespread agricultural and manufacturing interest, is likewise an influential seat of education, art, music, and letters. The General Post Office is in the Prince of Wales Road. A weekly market is held on Saturday, and Thursday is an early-closing day. The leading hotels are the "Royal," the "Maid's Head," the "Norfolk," the "Castle," and the "Bell." (*Population*—100,964.) *Daily Press*—*Eastern Daily Press*, 1870; *Eastern Evening News*, 1882; *Norfolk Daily Standard*, 1885. *Weekly*—*Daylight*, 1878; *Eastern Weekly Press*, 1867; *Norfolk Chronicle*, 1761; *Norfolk News*, 1842; *Norfolk Weekly Standard*, 1886; *Norwich Argus*, 1863; *Norwich Mercury*, 1714; *People's Weekly Journal*, 1864.



NORWICH CATHEDRAL.

(From a photograph by Valentine & Son, Dundee.)

Still further eastward from MELTON CONSTABLE we shall find

CORPUSTY AND SAXTHORPE, BLUESTONE, AYLSHAM TOWN, FELMINGHAM, NORTH WALSHAM TOWN, and HONING for *Worstead*. The succeeding stations are STALHAM and CATFIELD, both halting-places for Barton Broad and the river Ant, POTTER HEIGHAM for the Thorne, MARTHAM for Martham Broad, HEMSBY, GREAT ORMESBY for the Ormesby and Rollesby Broads, and CAISTER-ON-SEA for the ruins of Caister Castle. Shortly after pausing at the latter station our train enters

YARMOUTH

(*Yarmouth Beach Station*),

Fares from Leicester—1st, 19/9; 3rd, 11/4. Return—1st, 38/1; 3rd, 22/-.

145 miles from Leicester. The popular holiday and health resort of Great Yarmouth occupies a wide sweep of sandy shore that overlooks Yarmouth Roads. For many centuries this ancient seaport has been one of the chief maritime stations of the Eastern Counties, and is still famous for its connection with the national herring fishery. At the present time its salubrious climate and general accessibility to the picturesque Broad District annually attract many thousands of visitors. Its principal buildings are the ancient parish church of St. Nicholas, the fine Municipal Buildings,



THE ESPLANADE, YARMOUTH.

(From a photograph by Miller, Yarmouth.)

the Free Library, the Royal Aquarium, and those quaint mediæval thoroughfares known as *The Rows*. The North Denes afford excellent golfing links. Breydon Water is formed by the estuaries of the Waveney, the Yare, and the Bure. On the Hall Quay is the General Post Office. A market is held on Saturday, and Thursday is an early-closing day. The leading hotels are the "*Victoria*," the "*Queen's*," the "*Star*," and the "*Angel*," also the "*Cromwell Temperance Hotel*." (*Population*—49,318.) *Press*—*Yarmouth Chronicle*, 1863; *Yarmouth Gazette*, 1858; *Yarmouth Independent*, 1888; *Yarmouth Mercury*, 1880; *Yarmouth Times*, 1889.



— MAP —

OF

DIRECT ROUTE

BETWEEN

CONTINENTAL EUROPE

GREAT BRITAIN

AND

AMERICA,

IN CONNECTION WITH

THE

MIDLAND RAILWAY

OF

ENGLAND.

— — —

CHIEF STATIONS

SERVED BY

MIDLAND EXPRESS SERVICES:

LONDON (<i>St. Pancras Station</i>),	BRISTOL (<i>Temple Meads Station</i>),	CARLISLE (<i>Citadel Station</i>),
LEICESTER,	GLOUCESTER,	STRANRAER,
NOTTINGHAM,	CHELTENHAM,	GLASGOW,
DERBY,	WORCESTER,	GREENOCK,
MATLOCK,	BIRMINGHAM,	EDINBURGH,
BUXTON,	SHEFFIELD,	DUNDEE,
MANCHESTER,	YORK,	ABERDEEN,
BLACKBURN,	LEEDS,	PERTH,
LIVERPOOL	BRADFORD.	INVERNESS.

— — — — —
south-east of England—that is to say, from Liverpool to

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THE
MIDLAND RAILWAY
Direct Route
BETWEEN
Europe and America.



UNDOUBTEDLY the chief maritime interests of Liverpool are connected with the vast passenger and freight traffic between England and the North American continent. During recent years the rapid development of the steamship services sailing to New York, Boston, Portland, Halifax, Quebec, and Montreal has caused the "*Midland Railway*" to provide special accommodation for passengers travelling between Europe and America *via* the attractive route that lies through the Peak of Derbyshire and the picturesque Vale of Matlock. Passengers holding through tickets between London (*St. Pancras Station*) and Liverpool (*Central Station*) are permitted to break their journeys *en route* should they wish to visit the delightful health resort of Matlock; palatial Chatsworth; Haddon Hall, a typical old English manor; or Buxton, the fashionable inland watering-place of the Peak District. Passengers from Aberdeen, Dundee, Edinburgh (*Waverley Station*), and Glasgow (*St. Enoch Station*), can travel *via* the picturesque "Carlisle and Settle Route" of the "*Midland Railway*" to the *Exchange Station* at Liverpool. Passengers leaving England or Scotland for America can obtain every information and assistance on application to Mr. W. L. Ingliston, Superintendent of the Line, at Derby; also from the "*Midland Railway Company's*" agent, Mr. John B. Curtis, at 21, *St. John Street*, Liverpool. Similar services will be afforded by Mr. J. Elliott, the Station Master of the *St. Pancras terminus*, London; and inquiries can likewise be made at any of the London and provincial branches of Messrs. Thomas Cook and Son, as well-known tourist agents to the "*Midland Railway*."

THE NORTH TO SOUTH AND CONTINENTAL EXPRESSES.

SECTION X.—INVERNESS, PERTH, ABERDEEN, DUNDEE, EDINBURGH (*Waverley Station*), GLASGOW (*St. Enoch Station*), CARLISLE, KEIGHLEY, BRADFORD, LEEDS, SHEFFIELD, BLACKBURN, BOLTON, MANCHESTER (*Victoria or Central Station*), LIVERPOOL (*Central Station*), SOUTHPORT (*Lord Street*), WARRINGTON, STOCKPORT (*Teviot Dale*), BUXTON, MATLOCK, DERBY, NOTTINGHAM, BURTON-UPON-TRENT, LEICESTER, KETTERING, BEDFORD, LUTON, AND ST. ALBANS TO KENTISH TOWN AND TO LONDON (*St. Pancras Station*) FOR THE WATERING-PLACES OF ESSEX, KENT, SUSSEX, HAMPSHIRE, AND THE ISLE OF WIGHT: ALSO FOR THE CONTINENTAL SERVICES TO DOVER, CALAIS AND OSTEND, QUEENBOROUGH AND FLUSHING; TO DOVER, CALAIS AND OSTEND, FOLKESTONE AND BOULOGNE; TO HARWICH, ANTWERP, THE HOOK OF HOLLAND, AND ROTTERDAM; TO NEWHAVEN AND DIEPPE; AND TO SOUTHAMPTON, HAVRE, CHERBOURG, ST. MALO, GRANVILLE, AND THE CHANNEL ISLANDS, ALSTOWEYMOUTH, GUERNSEY, AND JERSEY.

READERS who may have perused the foregoing descriptive sections of the "*Midland*" main-line services will doubtless realise that the same great trunk route which affords access from London to the Midland Counties, Lancashire, Yorkshire, the North of England, and Scotland, may be similarly utilised by travellers from the North to the Metropolis, the South Coast watering-places, and the chief seaports that provide the means of communication with the Continent. Indeed, we may legitimately carry our statement still further, and remark that the "*Midland Route*" from the north-west to the south-east of England—that is to say, from LIVERPOOL to

ST. PANCRAS—has become one of the most popular with American visitors who wish to visit London *en route* to Paris, Brussels, Amsterdam, Berlin, Rome, and other European capitals. To such and many other *voyageurs* towards the South of Europe its comfortable and well-equipped drawing-room, dining-room, and sleeping-saloon cars; its excellent refreshment arrangements and admirable *cuisine*; and last, but not least, its picturesque route through the Derbyshire Peak District, fully justify their predictions in favour of travelling by the “*Midland Railway*.” It will be evident, from a glimpse at the map which is placed at the commencement of the present section, that the railroad of which we speak forms one of the most natural links between the traffic systems of the United States and Canada on the one side of the Atlantic, and those that on the other side extend across the Continent of Europe towards Brindisi, on the “*Overland Route*” to India.

We have already fully entered into the details and merits of the various trunk roads that converge southwards towards Sheffield or Derby. Hence we have now simply to reiterate the fact that passengers may travel daily to London (*St. Pancras*) by well-appointed “*Midland Expresses*” from the chief cities and towns of Scotland, including Inverness, Perth, Aberdeen, Dundee (*Tay Bridge Station*), Edinburgh (*Waverley Station*), Melrose, Glasgow (*St. Enoch Station*), Greenock (*Princes Pier*), Dumfries, and Stranraer. From Belfast, North Ireland, the North of England, the English Lake District, Keighley, Bradford, Leeds, Huddersfield, Wakefield, Barnsley, and Hull, they can proceed through Sheffield to Leicester, or through Nottingham to Kettering; while those who depart from Liverpool (*Central Station*), Southport (*Lord Street Station*), Blackburn, Bolton, and Manchester (*Victoria or Central Station*), are conveyed *via* Matlock and Derby to the same destinations. After leaving Leicester or Kettering the “*Midland Expresses*” run *via* Bedford, Luton, and St. Albans to KENTISH TOWN.

At Kentish Town certain expresses pause for the convenience of those passengers who may wish to join the trains of the “*Metropolitan*” extension to MOORGATE STREET STATION. Similar services *via* Snow Hill afford access to LUDGATE HILL for the “*London, Chatham and Dover*” and the “*London and South Western*” railways, also to the VICTORIA terminus of the “*London, Chatham and Dover Railway*,” which adjoins the VICTORIA station of the “*London, Brighton and South Coast*” system. Another noteworthy branch diverging from Kentish Town extends to SOUTH TOTTENHAM AND STAMFORD HILL. This station owns direct communication through Stratford—on the Colchester main line of the “*Great Eastern Railway*”—with Canning Town for the Victoria and Albert Docks, and also with North Woolwich, whence a

free ferry conveys passengers across the Thames to Woolwich (*Town Station*). Within five minutes after leaving Kentish Town the "Midland Expresses" from Aberdeen, Dundee, Inverness, Perth, Edinburgh, Glasgow, Bradford, Leeds, Sheffield, Liverpool, Manchester, Derby, Nottingham, and Leicester, arrive at their LONDON terminus,

ST. PANCRAS STATION,

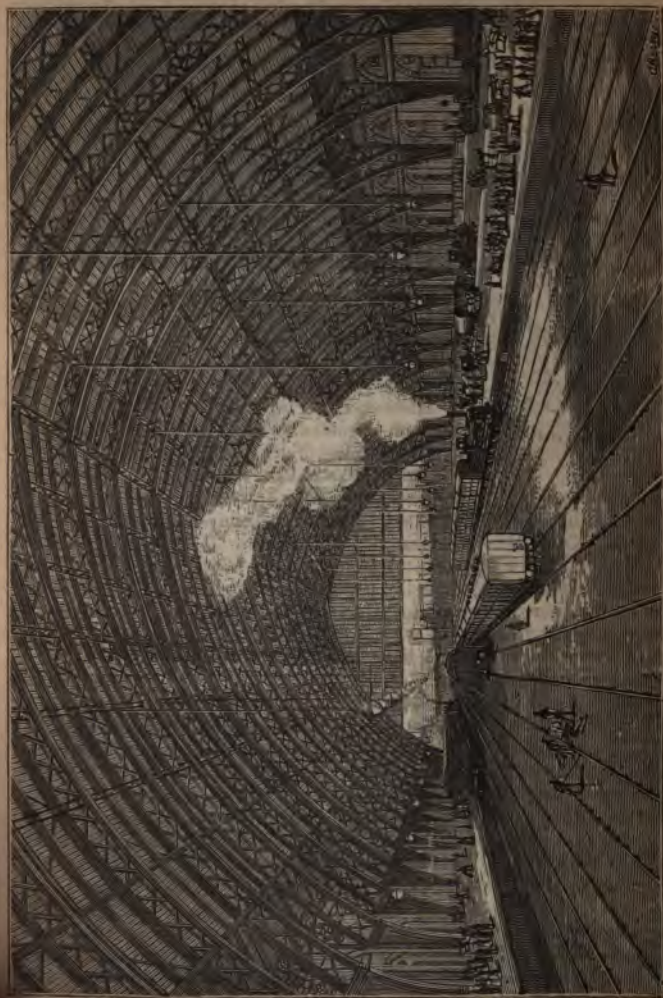
(For *Victoria, Holborn Viaduct, St. Paul's, Charing Cross, Cannon Street, Liverpool Street, London Bridge, Waterloo, and Paddington*),



ARMS OF THE CITY OF LONDON.

536 $\frac{1}{2}$ miles from Aberdeen, 465 $\frac{1}{2}$ from Dundee, 454 from Perth, 406 $\frac{1}{2}$ from Edinburgh, 423 $\frac{1}{2}$ from Glasgow, 308 from Carlisle, 377 $\frac{1}{2}$ from Belfast, 211 $\frac{1}{2}$ from Bradford, 198 from Leeds, 158 $\frac{1}{2}$ from Sheffield, 124 from Nottingham, 220 $\frac{1}{2}$ from Liverpool, 191 from Manchester, 128 $\frac{1}{2}$ from Derby, and 99 $\frac{1}{2}$ from Leicester. Presuming that passengers from Scotland, the North of England, Lancashire, Yorkshire, and the Midland Counties, have reached *St. Pancras Station*, it remains for us to briefly indicate the means by which those holding through tickets, for the principal watering-places of Essex, Kent, Sussex, Hampshire, and the Isle of Wight, can proceed to their respective destinations. We must also afford similar information for travellers who have been booked through to Paris and other European capitals. This being our task, it will, perhaps, be best fulfilled if we mention the various railway systems which own connections with the "*Midland Railway*."

"Midland" Intimately associated with the "*Midland Railway*" connections are the express services to the French and Belgian capitals with the supplied by the fast trains and swift passenger boats well known as the "*Calais-Douvres*," the "*Empress*," the "*Victoria*," and the "*Invicta*," which are owned by the "*London, Chatham and Dover Railway*." This popular system, which likewise conducts an extensive seaside traffic for Queenborough, Sheerness, Whitstable-on-Sea, Herne Bay, Birchington, Margate, Broadstairs, Ramsgate, Deal, and Dover, has its West End terminus at *Victoria*, while its expresses from the City depart from *Holborn Viaduct* and *St. Paul's* stations. All of these stations may be reached by cab drives from *St. Pancras*, but passengers who prefer to travel by railway can do so by alighting at Kentish Town. Quoting from the current "*Midland*"



ST. PANCRAS STATION.

Railway Time Tables," we note that "a through service of trains is run between Hendon, Finchley Road, Kentish Town, and Victoria, affording increased facilities for travelling between 'Midland' suburban stations and the West End, and giving a direct communication by railway throughout between all parts of the 'Midland Railway' system and Sevenoaks, Maidstone, Rochester, Chatham, Sheerness, Margate, Ramsgate, Canterbury, Deal, Dover, etc." Referring to the Continental services, we may remark that "Special Boat Expresses" run direct to Dover (*Admiralty Pier*), where passengers can at once step on board the "Royal Mail" steamers that sail daily to Calais and Ostend in connection with the express land services to Paris and Brussels, also with those for Switzerland and Italy. Another important North Sea "Royal Mail" service is that which is conducted between Queenborough and Flushing, affording one of the most expeditious modes of reaching the Metropolis of Belgium, Cologne, Berlin, and other cities of North Europe.

"Midland connections with the 'South Eastern Railway.'" One of the principal through daily services between London and Paris is that which is supplied only by the express trains and swift Channel steamers of the "South Eastern Railway" via Folkestone and Boulogne. It is likewise highly popular for its numerous well-equipped fast trains to Tunbridge Wells, Hastings, and the watering-places on the Kentish coast, which include Sheerness-on-Sea, Whitstable-on-Sea, Ramsgate, Margate, Deal, Dover, Folkestone, Sandgate, Hythe, and Littlestone-on-Sea. Its chief stations in the Metropolis are the West End terminus at *Charing Cross*, and the City terminus at *Cannon Street*. Referring to the "Midland Railway Time Tables," we find that "a service of omnibuses has been established between *St. Pancras Station* and the Midland Grand Hotel and *Charing Cross*. These omnibuses meet the principal trains, and passengers holding through tickets between the 'Midland' and the 'South Eastern' railways are conveyed by them between *St. Pancras* and *Charing Cross* free of charge." The Continental "Royal Mails" and the "Supplementary Special Express" services of the "South Eastern" depart daily from London for Dover (*Admiralty Pier*), whence sail the "Royal Mail" steamers for Calais, where passengers join the expresses to Paris. Belgian Government "Royal Mail" steamers also depart from Dover for Ostend, whence fast trains run to Brussels, Cologne, Berlin, and Vienna. The "Special Continental Express" runs from London to Folkestone in connection with the through passenger service to Boulogne and Paris. Under contract with the Postmaster-General the Inland and the India Mail, also the mails for China, Australia, and the Colonies *via* Brindisi, are

forwarded from *Cannon Street Station*. Further particulars of the "*South Eastern*" services by land or sea can be obtained on reference to the "*Official Guide to the South Eastern Railway*."

"Midland" connections with the "Great Eastern Railway." We shall continue our notices by speaking of the seaside and Continental services that are associated with the "*Great Eastern*" system, which has its headquarters at *Liverpool Street Station*, but by arrangement with the "*Midland Railway*" despatches certain of its expresses for Cambridge, Lynn, Hunstanton, Norwich, Yarmouth, and Lowestoft from *St. Pancras*. Passengers wishing to travel to Southend-on-Sea, Clacton-on-Sea, Walton-on-the-Naze, Dovercourt, Felixstowe, Aldeburgh, Dunchurch, Southwold, and other watering-places of Essex or Suffolk, must proceed thither from *Liverpool Street*, best reached by means of a cab drive, or, if economy be an object, by joining the "*Metropolitan*" trains that run from *King's Cross* to *Bishopsgate Street*, which communicates by a subway with the "*Great Eastern*" terminus. Here, too, depart the "*Boat Expresses*" that each week-day evening convey passengers direct to Harwich, in connection with the sailings of the fine passenger steamers to Antwerp for the fast trains to Brussels. From the same port sail boats for the Hook of Holland, whence special expresses, travelling *via* Amsterdam, afford communication with Berlin; while other services, running *via* Rotterdam, Nimegen, and Cleves, proceed to Cologne for all stations in the North or the South of Europe. Full particulars of these express routes will be found in the "*Official Guide to the Great Eastern Railway*."

"Midland" connections with the "London, Brighton and South Coast Railway." Perhaps one of the most noteworthy series of seaside and Continental expresses is furnished by the well-known "*London, Brighton and South Coast Railway*," which conveys its passengers to all the salubrious watering-places that abound on the coast of Sussex, such as Hastings, Bexhill-on-Sea, Eastbourne, Newhaven, Seaford, Brighton, Worthing, Littlehampton, Bognor, Hayling Island, Southsea, and Portsmouth. In addition to this wide stretch of coast-line, it owns a joint interest with the "*London and South Western Railway*" in the favourite "*Short Sea Route*" to the Isle of Wight, renowned for such charming health and holiday resorts as Ryde, Bembridge, Sandown, Shanklin, Ventnor, Bonchurch, Newport, Cowes, and Freshwater. The West End terminus of the "*London, Brighton and South Coast Railway*" is at *Victoria*, and passengers from the City can join its express services at *London Bridge*. It affords one of the most delightful through express routes to Paris. Boat trains leave London en route to Newhaven, where they

are run alongside the commodious boats which sail daily and nightly to Dieppe. Here they afford connections with the expresses of the "*West of France Railway*" for Paris. It is stated in the "*Midland Railway Time Tables*" that "a through service of trains has been established between Kentish Town and Victoria Station (Pimlico), enabling passengers to travel by railway throughout between all stations on the '*Midland*' and '*London, Brighton and South Coast*' railways." Additional information relating to the foregoing services may be gained on reference to the "*Official Guide to the London, Brighton and South Coast Railway*."

"**Midland connections with the "*London and South Western Railway*."** We must now refer to the "*London and South Western Railway*," which possibly owns one of the most extensive seaside territories within easy reach of the Metropolis. From its well-known terminus at *Waterloo Bridge* it daily despatches numerous well-appointed expresses to Salisbury, Seaton, Sidmouth, Exmouth, Exeter, Barnstaple, Ilfracombe, Bideford, Okehampton, Bude, Plymouth, and all parts of the West of England; but these trains are mostly joined by "*Midland*" passengers from the North-Eastern Counties and the Western Midlands at Templecombe Junction or at Broadstone. Hence the watering-places to which we have here to make allusion are chiefly connected with the four distinct routes by which the "*London and South Western*" approaches the Isle of Wight—namely, *via* Southampton for Cowes, *via* Portsmouth and Stokes Bay for Ryde, and *via* Lymington for Little Yarmouth. By means of these conveniently-timed trains and boats passengers can reach Cowes, Newport, Ryde, Bembridge, Sandown, Shanklin, Ventnor, Bonchurch, Freshwater, and Totland Bay. Other noteworthy trains afford access to the New Forest, Bournemouth, and Weymouth, which may also be reached *via* Templecombe. (See pages 365 to 374.) The Channel services running in connection with the "*London and South Western*" steam-packet station at Southampton comprise the "Royal Mail" steamers that sail nightly for the Channel Islands, the special boats that depart at fixed periods for Cherbourg, St. Malo, and Granville; and the direct service to Havre, leaving three times weekly in connection with the "*West of France*" trains to Paris. The following notice appears in the "*Midland Railway Time Tables*":—"A service of omnibuses has been established between St. Pancras Station and the Midland Grand Hotel and Waterloo. The omnibuses meet the principal trains, and passengers holding through tickets between the '*Midland*' and '*London and South Western*' railways are conveyed by them between St. Pancras and Waterloo free of charge." During recent

years Southampton has become a most popular port of departure for the mail steamers sailing between England and the United States. Further information will be found in the "*Official Guide to the London and South Western Railway.*"

"Midland" Finally, we have very briefly to notice the convenient
connections means of access, either by cab or by the "*Metropolitan*"
with the services, from *King's Cross* to *Paddington* (*Praed*
"Great *Street* or *Bishop's Road Stations*), where passengers
Western may join the boat trains that depart each weekday for
Railway." Weymouth in connection with the swift passenger
steamers that sail to Guernsey (*St. Peter Port*) and Jersey (*St. Helier*). Although the "*Great Western*" services to the West of England are usually joined by "*Midland*" passengers at Bristol (see pages 358 and 363), we should mention that the expresses from Paddington to Exeter, Dawlish, Teignmouth, Torquay, Paignton, Dartmouth, Plymouth, Newquay, Falmouth, Helston, and Penzance, can be as easily reached by way of *St. Pancras*. Other trains from Paddington are those that *via* Gloucester or *via* Bristol afford access to Newport and Cardiff, also to New Milford for the steamers to Waterford and the South of Ireland. Every information is given in the "*Official Guide to the Great Western Railway.*"

"Midland" Having in our introductory pages reminded our
connections readers of the fact that the tourist and excursion
with the arrangements of the "*Midland Railway*" are alike, in
Continents Great Britain, Ireland, and America, largely directed
of America by the Company's passengers agents, Messrs. Thomas
and Europe. Cook and Son, it simply remains for us to remark that
similar accommodation is provided throughout Europe, Egypt, and the East. This being the case, passengers who desire to combine a trip through picturesque England with a journey across the Continent can easily make their arrangements for such a tour by application at any of Messrs. Cook and Son's American or European offices. Tourists desirous of returning from Europe to the United States and Canada *via* the "*Midland Route*" can obtain information at *St. Pancras* and other stations of the "*Midland Railway*," also at Messrs. Thomas Cook and Son's chief office at Ludgate Circus, and from their branch offices throughout London. The Continental Traffic Agents of the "*Midland Railway*" are Messrs. Henry Johnson and Sons, of 39, Great Tower Street, E.C., and 1, Shaftesbury Avenue, Piccadilly Circus, London; also of 57, Rue d'Hauteville and 5, Rue Seribe, Paris; who have established a system of goods
ries throughout the Continent. They afford through freight ar-
ts between "*Midland*" stations and all parts of Europe, and
sential despatches of important traffic by daily fast trains.

Before concluding our case for the "*Midland Railway*" we should direct attention to its Metropolitan goods and mineral termini, also to other stations dealing with consignments for London and the South.

ST. PANCRAS GOODS STATION,

the largest "*Midland*" goods depôt in London, is now principally devoted to the working of traffic coming into the Metropolis. From forty to fifty express goods trains arrive here daily, bringing merchandise from almost every part of the United Kingdom. The capacious goods shed, which affords room for nearly 600 waggons, is provided with hydraulic machinery. Its storage accommodation practically consists of three floors, the lower being mostly used for the storage of ale, wines, and other commodities; the ground floor for the ordinary working; and the upper for the warehousing of dry goods. Timber, stone, minerals, and coal are dealt with in the adjoining yard. The large granary is a splendid building of five stories, each floor having an area of nearly 100,000 superficial feet.

SOMERS TOWN GOODS STATION,

the vast headquarters of the outwards goods traffic, may be very fairly described as one of the largest and best-appointed merchandise depôts of the United Kingdom. It comprises both a low-level and a high-level station, placed in immediate communication by means of powerful hydraulic machinery, and connected with all parts of Great Britain. The basement or low-level area is traversed by lines which will accommodate 300 to 400 waggons. Here, too, are commodious warehouses for potatoes, several docks allotted to the storage of sanitary pottery, and extensive private warehouses. Speaking generally, the whole of this extensive yard, which is level with Euston Road, is reserved for the heavier class of goods traffic, market produce, and all classes of consignments that can be transferred in bulk from the carriers' drays to the railway trucks. Perhaps the most interesting features of this basement are the engine-room, boiler-house, and fitting-shop, containing the costly and beautifully-kept machinery which provides motive-power for the hydraulic appliances, also for the installation of the electric light. The latter is supplied with engines of 300 horse-power, driving six dynamos at a rate of 860 revolutions a minute. Each dynamo will maintain 50 lamps of 2,000 candle-power, hence the aggregate illumination at disposal is equal to the value of 600,000 candles. As a matter of fact, this magnificent installation provides 230 lamps—exclusive of incandescent lights in offices—which not only illuminate the outwards and inwards goods stations and yards, but likewise supply abundance of light for the St. Pancras passenger station.



THE LIVERPOOL AND MANCHESTER EXPRESS.



Supplementary

Pictorial Pages,

DEPICTING FEATURES OF INTEREST
ON THE

MIDLAND RAILWAY,

THE

+& DIRECT ROUTE &+

BETWEEN

THE SOUTH, THE WEST,

AND

THE NORTH.

BEDFORD

OWNS DIRECT RAILWAY COMMUNICATION with the Metropolis, also with the Midland Counties, Lancashire, Yorkshire, the North of England, and Scotland.



J. & A. BEAGLEY,

TAILORS, SHIRTMAKERS,
HATTERS, HOSIERS,
INDIAN & COLONIAL OUTFITTERS

—○—
COMPLETE SCHOOL OUTFITS.

—○—
BADGES AND CORRECT
COLOURS FOR
ALL THE
SCHOOLS
IN
BEDFORD.

—+—
5, HIGH STREET,
BEDFORD.



HIGH STREET, BEDFORD.

THE
LION HOTEL,
HIGH STREET, BEDFORD.



FIRST-CLASS ACCOMMODATION FOR
FAMILIES AND GENTLEMEN.



CENTRAL POSITION.

OMNIBUS MEETS ALL TRAINS.

JOHN HARRIS, Proprietor.

BIRMINGHAM

OWNS DIRECT RAILWAY COMMUNICATION with the North, the East, and the West of England.



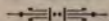
LANDMARKS.

IN a large city, landmarks are oftentimes a great boon to visitors and strangers, enabling them to tell at a glance where they are, and acting as guides by which they may direct their steps. Sky-signs, though often spoken against, frequently act in this way; for instance, a person seeing the sky-sign shown in the accompanying engraving would at once know that he is upon Constitution Hill, close to Snow Hill, and within a few minutes' walk of the Post Office, the London and North Western Station, and Corporation Street.



VIEW FROM SNOW HILL, BIRMINGHAM.

BIRMINGHAM, THE MUSICAL CAPITAL OF THE MIDLANDS.



JOSEPH RILEY & SONS,


25 & 23, CONSTITUTION HILL, AND

THE CORNER DEPÔT, SEVEN DOORS FROM NEW STREET,
BIRMINGHAM.

501 PIANOS, ORGANS, HARMONIUMS, AND

THOUSANDS OF SMALL INSTRUMENTS OF ALL KINDS TO SELECT FROM.

Bands and Trade supplied.

 IT WILL COST YOU NOTHING.

SEND TO-DAY FOR ILLUSTRATED CATALOGUE, POST FREE; OR,

BETTER STILL, CALL AND INSPECT THE ENORMOUS STOCK OF INSTRUMENTS

AT THE OLD-ESTABLISHED CORNER HOUSES OF

JOSEPH RILEY & SONS.

For Birmingham, see page 329.

DROITWICH

OWNS DIRECT RAILWAY COMMUNICATION
with the Midlands, Lancashire, Yorkshire,
the North of England, and Scotland.



DROITWICH,

SO HIGHLY RECOMMENDED
BY THE MEDICAL PROFESSION
AS A HEALTH RESORT, may easily
be reached from London, Birmingham,
Glasgow, Edinburgh, Manchester,
Liverpool, Sheffield, Bradford, Leeds,
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The analyses, by Hergath and others, of the Droitchwich Brine prove it to be the strongest in saline constituents in the world, being from ten to twelve times the strength of the ocean. During a visit of the British Medical Association in the year 1890, a very eminent member remarked that "the intense saline character of the water was something extraordinary. For his own part, he had seen a great deal of rheumatism, gout, and other complaints, and people often asked him where they should go. There were many places—Harrogate, Buxton, Bath, and others; but the bath of all baths was the BATH OF DROITWICH."

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